

FEBRUARY 9, 1951

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

9^D



FORD DEALER SERVICE is nation-wide and uniformly excellent, and the charges for spares and mechanical repairs are low and fixed. Ford owners everywhere can always rely upon maximum efficiency and minimum cost—a rare and welcome combination these difficult days.



Ford

MOTERING IS 'FIVE-STAR' MOTERING ★ ★ ★ ★ ★

—THE BEST AT LOWEST COST

FORD MOTOR COMPANY LIMITED · DAGENHAM

That's worth knowing—

"I've always thought there wasn't anything to choose between tyres."

"Well, as I say, I've been driving a car most of my life and I'd pick Firestone every time. There's a lot of difference, believe me . . ."

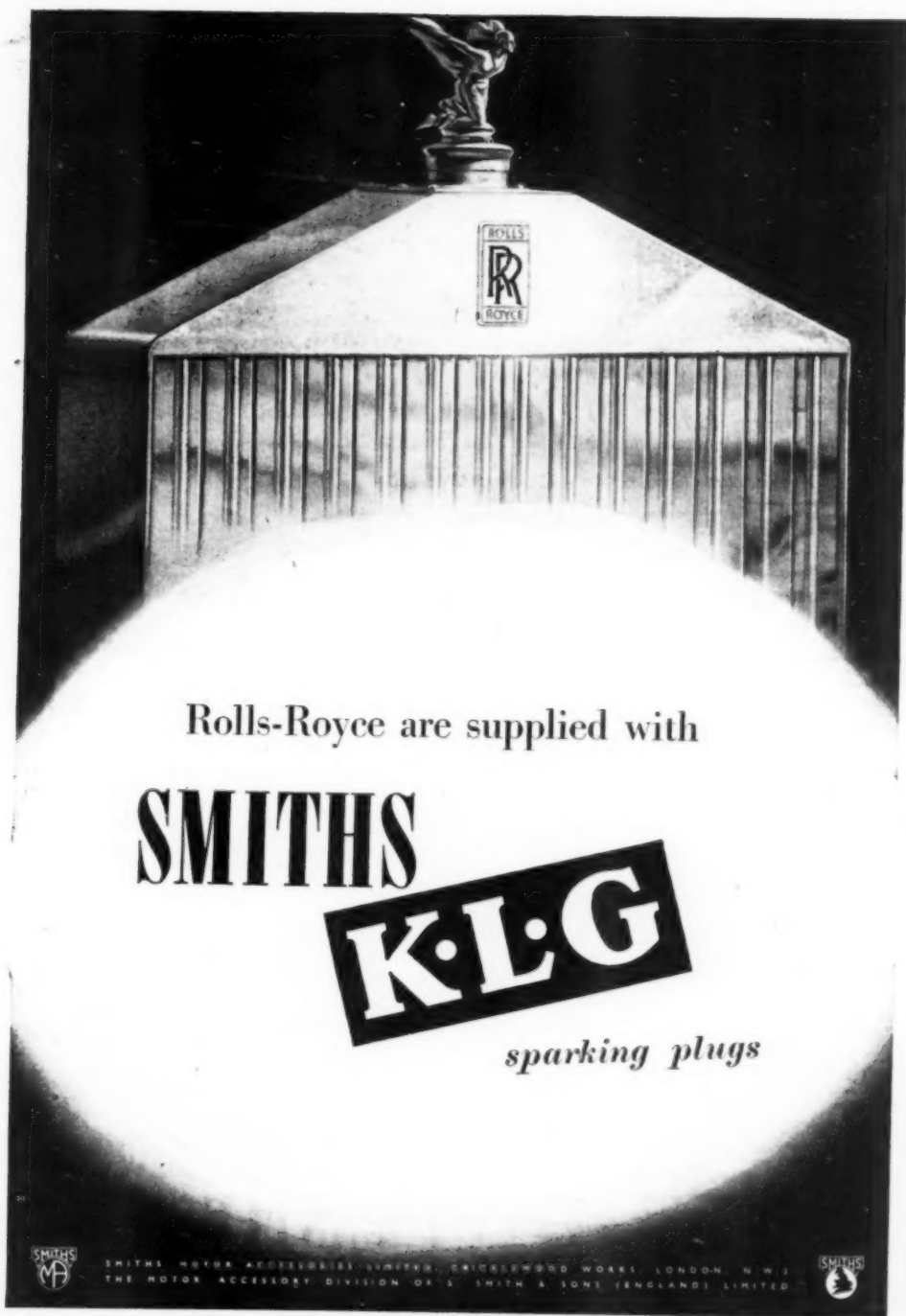
There's a very big difference. Take materials for a start: Firestone buy only materials which have passed the most uncompromising tests in their own laboratories. Only one quality is good enough . . . Firestone quality. Take production: a Firestone tyre at every stage of its manufacture is tested and re-tested by the most critical technicians in the industry. Their standards are simple . . . 100% or nothing. Take finished tyres: what was proved in the factory Firestone's test engineers prove afresh in the field—on every kind of surface Firestone tyres must take the rough with the smooth—that's what Firestone tyres have to face. That is why Firestone produce tyres of such consistently high quality.



Firestone

are such consistently
good tyres!

CAR TYRES • TRUCK TYRES • TRACTOR TYRES • CYCLE & MOTOR CYCLE TYRES



Rolls-Royce are supplied with

SMITHS

K.L.G.

sparkling plugs

SMITHS MOTOR ACCESSORIES LIMITED, BRIDEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

Flat Ray

DRIVING LAMP

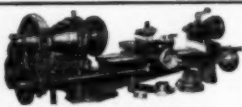
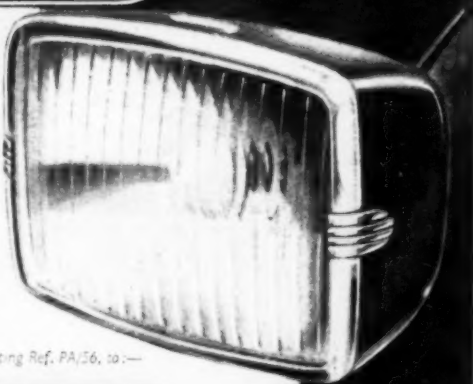
- ★ Floods the entire road surface ahead in an even light of searching clarity.
- ★ Nodipping needed, even in heavy traffic. The beam is always below eye level.
- ★ Excellent vision given in fog—and no additional amber covers are needed.

6 or 12 volt.

LIST PRICE £4 · 19 · 6

Complete with bracket, switch and wire.

Ask your dealer for further details or write, quoting Ref. PA/56, to:—



JAGROSE 3" LATHES

Turning, mortising and screw-cutting. Compound slide rest, set over tail stock. Half-horse Mandrel. Complete with set of screw-cutting gears. Highly recommended as being of exceptional value for money. Carriage extra. Easy Payments, £5 12 6 down and 7 monthly payments of £3 3 7.

CASH PRICE

For 220 volt A.C. £24 10 -

JAGROSE TRICKLE BATTERY CHARGERS

Main to charge at 1 amp. each 57 6.

Repeater model to charge at 2 amps. 117 6.

All models, both 6 and 12 volts.

Sup. work to charge at 4 amps. ea. 138 6.

Packing and carriage 1/6 each.

JERRICANS

Algalgon emulsifiers. Regent test and 1000 class condition. Every can guaranteed and given 1000 tested before dispatch.

8 6.

JAGROSE DE LUXE GREASE

Suitable for all grease guns. 4 oz. tin. 1 lb. tin. 5 lb. tin. 10 lb. tin. 20 lb. tin. 40 lb. tin. 80 lb. tin. 160 lb. tin. 320 lb. tin. 640 lb. tin. 1280 lb. tin. 2560 lb. tin. 5120 lb. tin. 10240 lb. tin. 20480 lb. tin. 40960 lb. tin. 81920 lb. tin. 163840 lb. tin. 327680 lb. tin. 655360 lb. tin. 1310720 lb. tin. 2621440 lb. tin. 5242880 lb. tin. 10485760 lb. tin. 20971520 lb. tin. 41943040 lb. tin. 83886080 lb. tin. 167772160 lb. tin. 335544320 lb. tin. 671088640 lb. tin. 1342177280 lb. tin. 2684354560 lb. tin. 5368709120 lb. tin. 10737418240 lb. tin. 21474836480 lb. tin. 42949672960 lb. tin. 85899345920 lb. tin. 171798691840 lb. tin. 343597383680 lb. tin. 687194767360 lb. tin. 1374389534720 lb. tin. 2748779069440 lb. tin. 5497558138880 lb. tin. 10995116277760 lb. tin. 21990232555520 lb. tin. 43980465111040 lb. tin. 87960930222080 lb. tin. 175921860444160 lb. tin. 351843720888320 lb. tin. 703687441776640 lb. tin. 1407374883553280 lb. tin. 2814749767106560 lb. tin. 5629499534213120 lb. tin. 11258999068426240 lb. tin. 22517998136852480 lb. tin. 45035996273704960 lb. tin. 90071992547409920 lb. tin. 180143985094819840 lb. tin. 360287970189639680 lb. tin. 720575940379279360 lb. tin. 1441151880758558720 lb. tin. 2882303761517117440 lb. tin. 5764607523034234880 lb. tin. 11529215046068469760 lb. tin. 23058430092136939520 lb. tin. 46116860184273879040 lb. tin. 92233720368547758080 lb. tin. 184467440737095516160 lb. tin. 368934881474191032320 lb. tin. 737869762948382064640 lb. tin. 1475739525896764129280 lb. tin. 2951479051793528258560 lb. tin. 5902958103587056517120 lb. tin. 11805916207174113034240 lb. tin. 23611832414348226068480 lb. tin. 47223664828696452136960 lb. tin. 94447329657392904273920 lb. tin. 188894659314785808547840 lb. tin. 377789318629571617095680 lb. tin. 755578637259143234191360 lb. tin. 1511157274518286468382720 lb. tin. 3022314549036572936765440 lb. tin. 6044629098073145873530880 lb. tin. 12089258196146291747061760 lb. tin. 24178516392292583494123520 lb. tin. 48357032784585166988247040 lb. tin. 96714065569170333976494080 lb. tin. 193428131138340667952988160 lb. tin. 386856262276681335905976320 lb. tin. 773712524553362671811952640 lb. tin. 1547425049106725343623905280 lb. tin. 3094850098213450687247810560 lb. tin. 6189700196426901374495621120 lb. tin. 12379400392853802748991242240 lb. tin. 24758800785707605497982484480 lb. tin. 49517601571415210995964968960 lb. tin. 99035203142830421991929937920 lb. tin. 198070406285660843983859875840 lb. tin. 396140812571321687967719751680 lb. tin. 792281625142643375935439503360 lb. tin. 1584563250285286751870879006720 lb. tin. 3169126500570573503741758013440 lb. tin. 6338253001141147007483516026880 lb. tin. 12676506002282294014967032053760 lb. tin. 25353012004564588029934064107520 lb. tin. 50706024009129176059868128215040 lb. tin. 101412048018258352119736256430080 lb. tin. 202824096036516704239472512860160 lb. tin. 405648192073033408478945025720320 lb. tin. 811296384146066816957890051440640 lb. tin. 1622592768292133633915780102881280 lb. tin. 3245185536584267267831560205762560 lb. tin. 6490371073168534535663120411525120 lb. tin. 12980742146337069071326240823050240 lb. tin. 25961484292674138142652481646100480 lb. tin. 51922968585348276285304963292200960 lb. tin. 103845937170696552570609926584401920 lb. tin. 207691874341393105141219853168803840 lb. tin. 415383748682786210282439706337607680 lb. tin. 830767497365572420564879412675215360 lb. tin. 1661534994731144841129758825350430720 lb. tin. 3323069989462289682259517650700861440 lb. tin. 6646139978924579364519035301401722880 lb. tin. 13292279957849158729038070602803445760 lb. tin. 26584559915698317458076141205606891520 lb. tin. 53169119831396634916152282411213783040 lb. tin. 106338239662793269832304564822427566080 lb. tin. 212676479325586539664609129644855132160 lb. tin. 425352958651173079329218259289710264320 lb. tin. 850705917302346158658436518579420528640 lb. tin. 1701411834604692317316873037158841057280 lb. tin. 3402823669209384634633746074317682114560 lb. tin. 6805647338418769269267492148635364229120 lb. tin. 13611294676837538538534984297270728458240 lb. tin. 27222589353675077077069968594541456916480 lb. tin. 54445178707350154154139937189082913832960 lb. tin. 108890357414700308308279874378165827665920 lb. tin. 217780714829400616616559748756331655331840 lb. tin. 435561429658801233233119497512663310663680 lb. tin. 871122859317602466466238995025326621327360 lb. tin. 1742245718635204932932477990050653242654720 lb. tin. 3484491437270409865864955980101306485309440 lb. tin. 6968982874540819731729911960202612970618880 lb. tin. 13937965749081639463459823920405225941237760 lb. tin. 27875931498163278926919647840810451882475520 lb. tin. 55751862996326557853839295681620903764951040 lb. tin. 111503725992653115707678591363241807529902080 lb. tin. 223007451985306231415357182726483615059804160 lb. tin. 446014903970612462830714365452967230119608320 lb. tin. 892029807941224925661428730905934460239216640 lb. tin. 1784059615882449851322857461811868920478433280 lb. tin. 3568119231764899702645714923623737840956866560 lb. tin. 7136238463529799405291429847247475681913733120 lb. tin. 14272476927059598810582859694494951363827466240 lb. tin. 28544953854119197621165719388989902727654932480 lb. tin. 57089907708238395242331438777979805455309864960 lb. tin. 114179815416476790484662877555959610910619729920 lb. tin. 228359630832953580969325755111919221821239459840 lb. tin. 456719261665907161938651510223838443642478919680 lb. tin. 913438523331814323877303020447676887284957839360 lb. tin. 1826877046663628647754606040895353774569915678720 lb. tin. 3653754093327257295509212081790707549139831357440 lb. tin. 7307508186654514591018424163581415098279662714880 lb. tin. 14615016373309029182036848327162830196559325429760 lb. tin. 29230032746618058364073696654325660393118650859520 lb. tin. 58460065493236116728147393308651320786237301719040 lb. tin. 116920130986472233456294786617302641572475603438080 lb. tin. 233840261972944466912589573234605283144951206876160 lb. tin. 467680523945888933825179146469210566289902413752320 lb. tin. 935361047891777867650358292938421132579804827504640 lb. tin. 1870722095783555735300716585876842265159609655009280 lb. tin. 3741444191567111470601433171753684530319219310018560 lb. tin. 7482888383134222941202866343507369060638438620037120 lb. tin. 14965776766268445882405732687014738121276877240074240 lb. tin. 29931553532536891764811465374029476242553754480148480 lb. tin. 59863107065073783529622930748058952485107508960296960 lb. tin. 119726214130147567059245861496117904970215017920593920 lb. tin. 239452428260295134118491722992235809940430035841187840 lb. tin. 478904856520590268236983445984471619880860071682375680 lb. tin. 957809713041180536473966891968943239761720143364751360 lb. tin. 1915619426082361072947933783937886479523440286729502720 lb. tin. 3831238852164722145895867567875772959046880573459005440 lb. tin. 7662477704329444291791735135751545918093761146918010880 lb. tin. 15324955408658888583583470271503091836187522293836021760 lb. tin. 30649910817317777167166940543006183672375044587672043520 lb. tin. 61299821634635554334333881086012367344750089175344087040 lb. tin. 12259964326927110866866776217202473468950017835068941120 lb. tin. 24519928653854221733733552434404946937900035670137882240 lb. tin. 49039857307708443467467104868809893875800071340275764480 lb. tin. 98079714615416886934934209737619787751600142680551152960 lb. tin. 196159429230833773869868419475239575503200285361102305280 lb. tin. 392318858461667547739736838950479151006400570722204610560 lb. tin. 784637716923335095479473677900958302012801144444412121120 lb. tin. 1569275433846670190958947355801916604025602288888242242240 lb. tin. 3138550867693340381917894711603833208051204577776484484480 lb. tin. 6277101735386680763835789423207666416102409155552968968960 lb. tin. 12554203470773361527671578846415332832204818311105937937920 lb. tin. 25108406941546723055343157692830665664409636622211875875840 lb. tin. 50216813883093446110686315385661331328819273244423751751680 lb. tin. 100433627766186892221372630771322626577638546488847503503360 lb. tin. 200867255532373784442745261542645253155277092977695007006720 lb. tin. 401734511064747568885490523085290506310554185955390014013440 lb. tin. 803469022129495137770981046170581012621108371910780028026880 lb. tin. 1606938044258990275541962092341162025242216743821560056053760 lb. tin. 3213876088517980551083924184682324050484433487643120112107520 lb. tin. 6427752177035961102167848369364648100968866975286240224215040 lb. tin. 12855504354071922204335696738729296201937733950572480448430080 lb. tin. 25711008708143844408671393477458592403875467901144960896860160 lb. tin. 51422017416287688817342786954917184807750935802289921793720320 lb. tin. 102844034832575377634685573909834369615501871604579843587440640 lb. tin. 205688069665150755269371147819668739231003743209159687174881280 lb. tin. 411376139330301510538742295639337478462007486418319374349762560 lb. tin. 822752278660603021077484591278674956924014972836638748699525120 lb. tin. 1645504557321206042154969182557349913848029945673277497399050240 lb. tin. 3291009114642412084309938365114699827696059891346554994798100480 lb. tin. 6582018229284824168619876730229399655392119782693109989596200960 lb. tin. 13164036458569648337239753460458799310784239565386219979192401920 lb. tin. 26328072917139296674479506920917598621568479130772439958384803840 lb. tin. 52656145834278593348959013841835197243136958261544879916769607680 lb. tin. 105312291668557186697918027683670394486273916523089759833539215360 lb. tin. 210624583337114373395836055367340788972547833046179519667078430720 lb. tin. 421249166674228746791672110734681577945095666092359039334156861440 lb. tin. 842498333348457493583344221469363155890191332184718078668313722880 lb. tin. 1684996666696914987166688442938726311780382664369436157336627445760 lb. tin. 3369993333393829974333376885877452623560765328738872314673254891520 lb. tin. 6739986666787659948666753771754905247121530657477744629346509783040 lb. tin. 13479973333575319897333507543509810494243061314955489258693019566080 lb. tin. 26959946667150639794667015087019620988486122629910978517386039132160 lb. tin. 53919893334301279589334030174039241976972245259821957034772078264320 lb. tin. 107839786668602559178668060348078483953944490519643914069544156528640 lb. tin. 215679573337205118357336120696156967907888981039287828139082131057280 lb. tin. 431359146674410236714672241392313935815777782068575656278164262114560 lb. tin. 862718293348820473429344482784627871635555564137151312556328524229120 lb. tin. 1725436586697640946858688965569255743271111128274302625112657048458240 lb. tin. 3450873173395281893717377931138511485542222256548605250225314096916480 lb. tin. 6901746346790563787434755862277022971084444513097210500450628193832960 lb. tin. 13803492693581127574869511724554045942168889026194421000901256387665920 lb. tin. 27606985387162255149739023449108091884337778052388842001802512775331840 lb. tin. 55213970774324510299478046898216183768675556104777684003605025550663680 lb. tin. 110427941548649020598956093796432367537351112209555368007210051101327360 lb. tin. 220855883097298041197912187592864735074702224419110736014420102202654720 lb. tin. 441711766194596082395824375185729470149404448838221472028840204405309440 lb. tin. 883423532389192164791648750371458940298808897676442944057680408810618880 lb. tin. 1766847064778384329583297500742917880597617795352885888115360817631237760 lb. tin. 3533694129556768659166595001485835761195235590705771776230721635262475520 lb. tin. 7067388259113537318333190002971671522390471181411543552461443270524951040 lb. tin. 14134776518227074636666380005943343044780942362823087104922886541049902080 lb. tin. 28269553036454149273332760011886686089561884725646174209855773082099804160 lb. tin. 56539106072908298546665520023773372179123769451292348419711546164199608320 lb. tin. 113078212145816597093331040047546744358247538902584696839423092328399216640 lb. tin. 226156424291633194186662080095093488716495077805169393678846184656798433280 lb. tin. 452312848583266388373324160190186977432990155610338787357692369313596866560 lb. tin. 9046256971665327767466483203803739548659803112206775747153847386271937

The SINGER
Nine Roadster

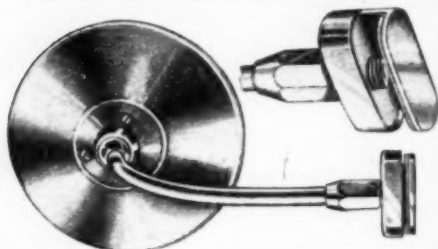
SERIES 4AB



The famous Singer Nine Roadster—with a new 'look', a new 'feel' on the road—and an allocation for the Home Market! New improved upholstery. The independent front wheel suspension system raises road performance, comfort and sweetness of handling to a new peak.

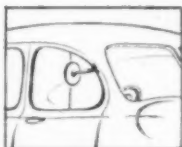
SINGER MOTORS LTD · BIRMINGHAM & COVENTRY

MIRRORS WITH *Exclusive* FEATURES



PATENT SCREWLESS SIDE MIRROR

One-minute, theft-proof fitting to door-flange without holes or screws. Right-or left-hand drive. Wide angle adjustment avoids that blind spot. Chromium-plated. Rustproof. Retail Price 19.3.



The Side Mirror is also available with special Anti-Dazzle Glass at 19.9

TUDOR

NEW UNIVERSAL WING MIRROR

Reversible head for right- or left-hand drive. Special tightening adjustment by screws at back. Inter-changeable mirror glass, convex or flat. Chromium-plated. Rustproof.



WING MIRROR

Retail Prices

Flat Glass	15.3
Convex Glass	17.6

TUDOR ACCESSORIES LTD • SILVERDALE ROAD • HAYES • MIDDLESEX

Telephone: Hayes 5841

Winter Motoring...



without fail

PARK BATTERIES



PARK BROS LTD • BLACKBURN • LANCs • ENGLAND

A new plug

(For the present available only in 14mm. Standard, 14mm. Long Reach and 18mm. Standard.)



at a new price

3/6^p

guaranteed for

10,000 miles

WIPAC SPARK PLUGS



George Mays:

"This is real value for money"

POST THIS COUPON TODAY

To: WICO-PACY SALES CORPORATION LTD • BLETCHLEY • ENGLAND

Please send me a set of WIPAC SPARK PLUGS suitable for a

Model _____ Year _____ I enclose cheque P.O. value £ s d

NAME (block letters) _____

ADDRESS _____

Name and address of your Garage _____

A7

Sliver & Braden 500



INCREASE THE LIFE OF YOUR TYRES

In the bustle of this moving world—the haste to get from one appointment to another—give a few moments regularly to testing your tyre pressures. Tyre pressures determine the comfort of your motoring, safety in braking, road holding and cornering and, above all, the wear of your tyres. If the tyres are maintained at the recommended pressures (and this can only be checked by proper gauging) you'll get much better service from them. This is an important contribution towards your running costs.

TEST THE PRESSURES REGULARLY
WITH A

Schrader

Gauge

★ Protect your valve cores from dirt and grit. Always replace the caps.

A SCHRADER'S SON BIRMINGHAM ENGLAND

BEWARE OF ENGINE WEAR

Supreme **"SPROL"** Lubrication

KEEPS YOUR ENGINE YOUNG

"SPROL" Graphited MOTOR OIL

The finest motor lubricant the world produces, and the first to incorporate multi-functional additives in addition to colloidal graphite to resist oxidation. Reduces mechanical wear to an extent not possible by other means.

"SPROL" Graphited UPPER CYLINDER LUBRICANT

Revolutionises the performance of your engine and appreciably reduces fuel consumption. An asset at all times but a necessity in cold weather conditions.

"SPROL" Graphited CONCENTRATE

For addition to ordinary oils. Invaluable for "running-in" new engines.

"SPROLUBRICATE"

*It saves you more than it costs
New engines need it
Old engines deserve it*

Manufactured by one of the oldest lubricant producers in the country, who have used Sprol continuously in their fleet of cars for nearly twenty years.

CONTAINS ACHESON'S COLLOIDAL GRAPHITE

To: HOPE, HARTOPE & CO. LTD.

2 Hammersmith Broadway, London, W.6

EST. 1879

Please send particulars of Sprol-Lubricants

Name.....

Address.....

A.S.

ST. ALBANS
4343
SALES & SERVICE



ST. ALBANS
4344
STORES & SPARES

Mr. W. M. COUPER, driving a BENTLEY 4½-Litre Mark VI Standard Sports Saloon from Glasgow, a distance of some 2000 miles without loss of Road Marks, has been awarded, for the Third Year in succession, the—

GRAND PRIX D'HONNEUR (Highest Award in The Concours De Confort) IN THE MONTE CARLO RALLY



W. M. COUPER LTD
CATHERINE ST. ST. ALBANS HERTS

The only officially Appointed Rolls-Royce and Bentley Retailers and Repairers in the County of Hertfordshire

The AVONDALE CARAVANS 1951 PROGRAMME



21 ft. QUEEN OF THE NORTH £1,300
(To special orders only)

16 ft. 6 in. SWAN
De Luxe Model £650
Standard Model £570

NEW SWALLOW 16 ft. 6 in. x 6 ft. 9 in.
Limba Furniture, 2 Single Beds, 1 D.
Bed, Vanes Stove Cooker, End Kitchen £400

18 ft. COCK O' THE NORTH
Standard Model £815
Bay Window Model with Formica Kitchen £895

On the National Caravan Council List of Approved Manufacturers.

H. FISK & SON AVONDALE WORKS
DENBY DALE ROAD
WAKEFIELD



All what? An effortless gear change from top to overdrive without use of clutch pedal, giving luxurious, smooth motoring at higher cruising speeds, lower petrol consumption and longer engine life.

Thus the LAYCOCK-DE NORMANVILLE OVERDRIVE, a standard fitting to the new Triumph Roadster, and supplied as an optional extra on Standard Vanguard and Triumph Renown cars.

Write us for descriptive literature, and specify the LAYCOCK-DE NORMANVILLE OVERDRIVE for your new car.

The British
**Laycock-
de Normanville
overdrive**

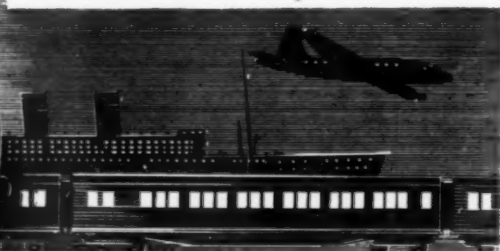
Manufactured by

THE LAYCOCK ENGINEERING CO., LTD., MILLHOUSES, SHEFFIELD 8, ENG.
UNDER EXCLUSIVE LICENSE FROM AUTO TRANSMISSIONS LTD., COVENTRY, ENG.



METROVICK LAMPS

for all Transport Lighting

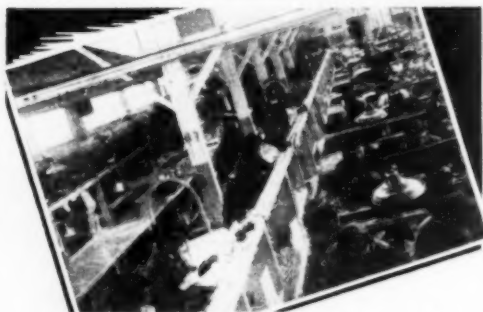


METROPOLITAN-VICKERS ELECTRICAL CO. LTD.

ST. PAUL'S CORNER, 1-3 ST. PAUL'S CHURCHYARD, LONDON, E.C.4

Member of the A.E.I. group of companies

S.V. 324



A HALL Sectional
Timber Building
for Every Need

**NO MATERIAL LICENCES
NEEDED.** Let us quote for your
requirements. Write to:—

HALL'S Inv. A.C.R. **PADDOCK WOOD
TONBRIDGE KENT**

**THE
MOTORIST'S
FRIEND**

**FRESH AIR—
without draughts**

7 ins.
5'6
Hins.
7'9



"Registered number 357315, Pat. App."

"CUL" WIND DEFLECTOR

Fits on top of Window Glass

Moves up and down with window

Front Vane directs fresh air on to the inside of windscreen.

Rear Vane directs draught away from driver and rear passengers.

Reduces steaming. Keeps out the rain. Useful with heaters. Order

one from your local garage. If unobtainable, send 7/9, with the

name of your garage. We return cash if not entirely satisfied.

TRADE INQUIRIES INVITED

Manufactured by

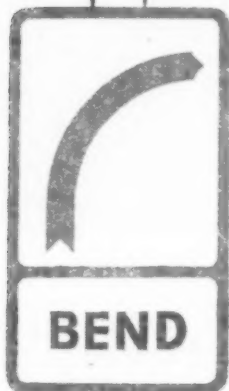
COMMERCIAL UTILITIES LTD.

WALNUT TREE CLOSE, GUILDFORD

Makers of Carbone Polish and Cleaner—Send for Free Sample

YOU NEVER KNOW

WHAT'S ROUND THE CORNER



**don't drive on your brakes —
drive on your
confidence in them !**

You can depend on —

DON BRAKE LININGS

SMALL AND PARKES LTD., HENDHAM VALE, MANCHESTER, 9

DB149

THE NEW 2 LITRE

Morgan PLUS 4

A small car with a large engine & a wonderful all round performance

MORGAN MOTOR CO LTD • MALVERN LINK • WORCESTERSHIRE

LONDON CARAVAN COMPANY LIMITED

FOR THE BEST CARAVANS IN EACH CLASS

LONDON CARAVAN CO., LTD.
BARNET BY-PASS, ELSTREE, KENT
Telephone: Elstree 1165 and 1364

AND AT—
Court Mount, Canterbury Road, Birchington-on-Sea, Kent
Telephone: Birchington 657

LANE ACCESSORIES

offer the following unrepeatable bargains
in NEW Ex-Govt. Surplus GARAGE
EQUIPMENT



Pressure Gauges
0 to 200 lbs. per sq. in.
1" Gas Thread. Illuminated Dial
15/- each



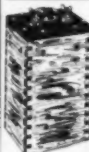
Auto High-Pressure Pumps
24 volt, suitable for operating coach windows, etc.
£1 12 6 each



Air Compressors
with standard fittings for Bedford Truck, Ford, Commer, Austin, etc., or can easily be converted for use as portable or stationary compressors.
£1 2 6 each



Crocodile Clips
for battery charging sets etc., complete with 4ft. heavy duty cable
12/- per doz.



Storage Battery
2-volt 130 Amp. Hours.
Admiralty Pattern.
Size 12 1/2" high x 7 1/2" x 7 1/2" wide.
£2 5 0 each

Pressure Gauges
0-2,000 lbs. per sq. in. and 0-135 Atmospheres. 1 1/2" Gas Thread.
£1 0 0 each



Small Valve Lifters
for all types of side valve engines
7 6 each



Ford V8 30 h.p. Fan Belts **4 6** each



Laminated Gaskets
3 ft. x 2 ft. x 3/32" Ideal for gaskets, mats, etc.
2 9 sheet



Westinghouse Battery Chargers
Metal Recharger Type. 200-250 v. A.C. 1 Phase. 30 cycles, will charge up to 12 Lead Acid or 30 Alkaline Cells at 10 amps.
£12 10 0 each



American Globe

6-volt 145 amp/hr Battery. A 23 plate battery suitable for cars, commercial vehicles, and as storage battery. Size 13 ins long, 6 1/2 ins high, and 7 ins wide.



£4 10 0 each

Each item is offered with money back guarantee
Terms: Cash with order. Carriage free
LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

AMONG THOSE USING

FRAM Oil Cleaner

AS STANDARD EQUIPMENT

A.C. CARS LTD.

RANSOMES & RAPIER LTD.

AVELING-BARFORD LTD.

RUSSELL NEWBERRY & CO. LTD.

DAVEY PAXMAN & CO. LTD.

RUSTON & HORNSBY LTD.

ENGLISH ELECTRIC CO. LTD.

SCAMMELL LORRIES LTD.

LEYLAND MOTORS LTD.

STEELS ENGINEERING PRODUCTS LTD.

HENRY MEADOWS LTD.

TRANSPORT EQUIPMENT
(THORNYCROFT) LTD.

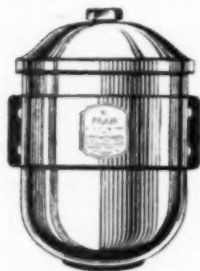
MIRRELES BICKERTON & DAY LTD.

MORRIS MOTORS LTD.

WOLSELEY MOTORS LTD.

Over 12,000,000 vehicles in this country and America are proving that

FRAM Oil Cleaner adds years to the life of your engine



The Simmonds laboratories and testing plant are daily experimenting with new techniques in oil filtration and cleaning, and not only oil, but petrol and air filters and other forms of engine protection. Bye-pass and full flow filters incorporating paper as a filtering medium have been developed there.

Simmonds are fully equipped to deal with filtering problems of all kinds and their long experience is at the disposal of manufacturers of all types of engines.

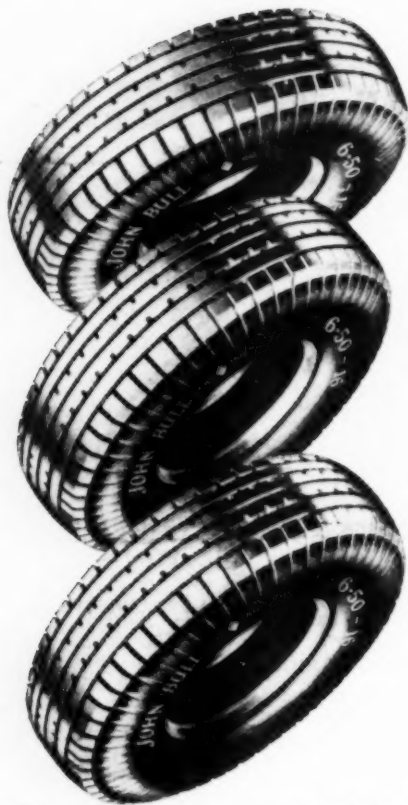
SIMMONDS

AEROCESSORIES

LIMITED

TREFOREST

GLAMORGAN



The tyre that GRIPS

Designed by experts to give maximum road-hold, the John Bull tread pattern ensures a firm grip at high speeds and during fast cornering, inspiring that confidence essential to good driving. As so much depends largely on the performance of your tyres, for your safety's sake fit—

JOHN BULL
'HEAVY TREAD'

THICKER * WIDER * SAFER

JOHN BULL RUBBER CO. LTD., LEICESTER MP2 51



We're Completely Ruthless

... in the critical inspection of our own products. Should one cable assembly show the slightest defect, out goes the whole batch! Only by such methods can we safely maintain the standards we set ourselves. At all costs, the reputation gained by Bowden control mechanisms over 53 years must be upheld.



CONTROL MECHANISMS

BOWDEN (Engineers) LIMITED, LONDON, N.W.10

48-115

AN OUTSTANDING SUCCESS....

THE SENSATIONAL NEW MARK VII

JAGUAR

Powered by the world famous record-breaking JAGUAR XK.120 Engine



For JAGUAR owners we offer a day and night specialised service by JAGUAR trained engineers

As an engineering achievement—for its sleek lines—its outstanding practical design and for its unrivalled performance, this is the car which meets with universal approval. We, as area Main Dealers for JAGUAR, are proud of our association with the finest Car of its class in the World and will gladly supply particulars of the New Mark VII and arrange for a demonstration of the current Mark V model. To all present and future owners of JAGUAR Cars, we extend a hearty welcome to visit our Modern Showrooms where our wide experience and unrivalled facilities are at your disposal. Why not call or phone Today?

WEMBLEY COURT MOTORS

"The WCM JAGUAR PEOPLE"

Showrooms:

HIGH ROAD, WEMBLEY, MIDDLESEX

Phone: ARNOLD 5331-2 Cables: WEMCOMO, WEMBLEY

SERVICE STATION, FORTY AVE., WEMBLEY

Phone: ARNOLD 1154/5-6

Was HE responsible?



He jammed on his brakes, cursing the other driver. Phew! Not *his* fault. But . . . his brakes certainly needed attention.

Have *yours* still got full stopping-power? They wear down so gradually, you may not notice.

You're not safe till you ask your repairer to test them, and adjust if necessary.

DANGER SIGNALS

1. Does pedal go down nearly to floor?
2. Do brakes grab, chatter, or make grinding sound?
3. Do brakes fail to respond to increased pedal pressure?
4. When you brake, does steering pull to one side?

If the answer to any of these questions is "Yes," your brakes need attention—quickly.

But even without an obvious fault, they may be deceiving you dangerously. A test will tell.

Generally, adjustment restores full brake-power. But when at last it's time to reline, remember that Ferodo linings are made in correct grades for every motor vehicle on the road, and are fitted as standard equipment by the makers of most British cars.

HERE'S THE BEST SAFETY RULE YOU CAN FOLLOW:

*Test your brakes when you change your oil—
every 2,000-3,000 miles*

FERODO

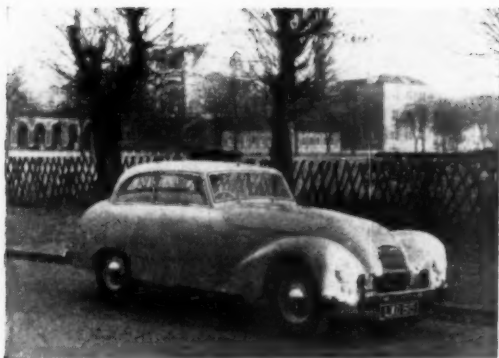
BRAKE LININGS MAKE MOTORING SAFE

THERE IS A FERODO BRAKE LINING SPECIALLY
MANUFACTURED FOR YOUR MAKE OF CAR



FERODO LIMITED, CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organization



ALLARD MOTOR CO. LTD.
24-28, CLAPHAM HIGH ST.,
LONDON, S.W.4.



Telephone:
MACAULAY 3201-2-3.
Cables:
ALMOTCO, LONDON.



SEATS OF LEARNING

DULWICH COLLEGE, LONDON

responsible for the education
of many who are now famous
in all walks of life.

All vocations, too, are
represented in the
hundreds who have learnt what is
exhilarating motoring—with perfect safety—
in the driving seat of an
ALLARD SALOON

LOOSE COVERS

**TAILOR-MADE
FOR YOUR CAR**

COUPON TO:

Arthur Mulliner
LIMITED

BRIDGE STREET : NORTHAMPTON

Please send patterns and prices of your tailored loose Covers

MAKE, MODEL & YEAR OF CAR _____

NAME _____

ADDRESS _____ DATE _____ (A.R.)

POST THIS TODAY!

Often **NECESSARY...**
... **ALWAYS** *useful*



Outside Diameter
6 inches.

Chromium Plated
throughout.

Powerful beam.

Price 101/3

Used successfully by many entrants in the
Monte Carlo Rally and other important
trials. The exclusive 'RAYDYOT' Ball Joint
gives a full range of movement in every
direction. Add this night-driving convenience
to your car now . . . most good
garages stock.

JAMES NEALE & SONS LTD.

GRAHAM ST., BIRMINGHAM, I.
London: 95, Piccadilly Road, S.W.1.

Telephone: CENtral 1553-4.
Telephone: Sloane 6804.

10 out of 12
BRITISH DRIVERS
on
WYRESOLES
THE STEEL CLAW TREAD THAT GRIPS

ARRIVED WITHOUT LOSS OF POINTS AT
MONTE CARLO

—INCLUDING—
**1st BRITISH DRIVER
KEN WHARTON**

—(FORD PILOT)—

Mr. Ken Wharton tied for 6th place in the final placings
with Mr. Robert Ellison driving a Jowett-Jupiter.

**CONCOURS
DE CONFORT**

For the car best equipped for
WINTER MOTORING

1ST (In the Big
Car Class)

A. E. ADAMS (Daimler)

2ND (In the Light
Car Class)

H. S. SHEARS (Hillman)

Both these cars are fitted with
"WYRESOLES" Steel Claw
treads and these awards are
official commendation of
"WYRESOLES."

**THE "TYRESOLES"
CHALLENGE CUP**

The "TYRESOLES"
Challenge Cup presented
for the first British Driver
in the Rally will be held
jointly by Mr. K. Wharton
and Mr. R. Ellison.

THE STEEL CLAW TREAD THAT GRIPS
Coils of steel wire embedded in the tread provide
thousands of steel claws that grip the road giving:
● Increased road holding on greasy surfaces.
● Greater anti-skid properties.
● Improved braking.
● Resistance to flints and nails.



A PRODUCT OF
"TYRESOLES"

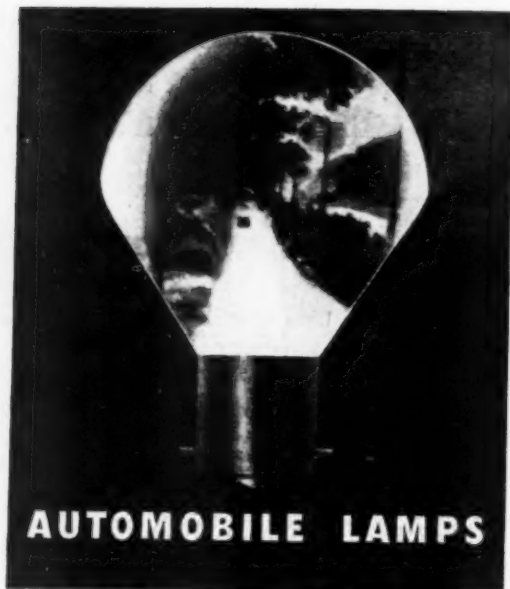
TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX.

Tel.: WEMbley 1222
(10 lines)



BY APPOINTMENT
MANUFACTURERS OF
ELECTRIC LAMPS
TO H.M. THE KING

Switch to Crompton



AUTOMOBILE LAMPS

CROMPTON PARKINSON LTD., CROMPTON HOUSE, ALDWYCH, LONDON, W.C.2

3 new MELCO PRODUCTIONS

Every motopist will welcome these new additions to the famous 'Melco' range. Obtainable from most leading garage. Direct enquiries from Wholesalers and Exporters welcomed.

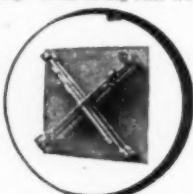


'MELCO' Self-Measuring CALIPIERS

Indispensable to all engineers, this precision Stainless Steel measuring instrument is marked in inches, millimetres and Birmingham Wire Gauge. Retail Selling Price 5/6

'MELCO' CRADLE

Holds 3 'MELCO' wrenches in Blue, covering all Whitworth sizes; or 3 wrenches in Red, covering all S.A.E. Wheel-nut sizes. Retail Selling Price £4



'MELCO' BATTERY SERVICE TOOL

This amazing three-purpose tool efficiently cleans positive and negative terminals, and terminal connectors. Cadmium plated. Retail Selling Price 9/6



WHOLESALE AND EXPORT ONLY

THOMAS MELDRUM LIMITED

Freedom Works, John Street, Sheffield 2. Telephone 25397

BATH'S Reliable GARAGES

The "WAVERLEY" GARAGE



Strongly framed with sides and rear end covered with asbestos sheets. Roof of Trafford Tiles. Half-glass mortised framed and braced double doors hung on 18in. ice hinges, and fitted with 6in. tower bolts and hasp and staple, providing an opening 7ft. 6in. wide. All necessary glass, putty, bolts, nuts, washers, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

Length ft. in.	Cash Price	or Deposit of p/m's	and 12 m'thly p/m's
12 2	£25 0	£2 5	£2 15 9
14 2	£27 10	£2 12 6	£2 19 3
16 2	£30 5	£2 9	£2 4 2
18 2	£35 5	£2 15 9	£2 12 1
20 2	£40 10	£7 8 6	£2 18 11

Extra for Personal Door 20" wide, at back or side, £2 10/-, or Deposit 7 6 and 12 monthly payments of 4/-.

The "WINDSOR" GARAGE



In complete easily erected sections. Sides, back and roof are of fire-proof asbestos panels strongly framed and strengthened with galvanised sheet purling. Windows can be placed on each side or all one side as illustrated. Half-glass doors with fittings as in the 'Waverley' Garage above. All necessary glass, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

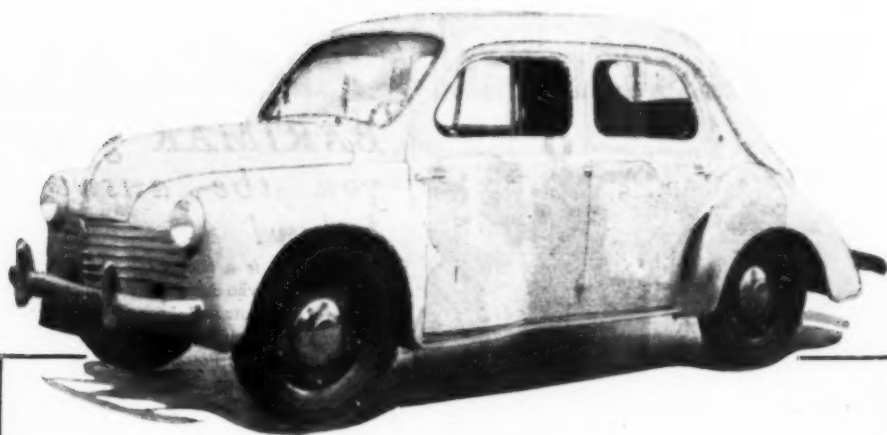
Length ft. in.	No. of Windows	Cash Price	or Deposit of p/m's	and 12 m'thly p/m's
12 2	2	£40 10	£21 6	£4 7
14 2	3	£45 10	£23 6	£4 7
16 2	4	£49 15	£24 3	£4 7
18 2	5	£54 15	£24 3	£4 7
20 2	6	£59 15	£24 3	£4 7

Extra for Personal Door 20" wide £2 10/-, or Deposit 7 6 and 12 monthly payments of 4/-.

Particulars for special sizes on request. FREE DELIVERY to road within 30 miles of our works.

FREE 26,000 word all-the-year GARDEN GUIDE with our new illustrated coloured CATALOGUE of Garages, Greenhouses, Sheds, Poultryhouses, Heating Apparatus, etc.

T. BATH & CO. LTD. (Dept. A.R.8)
41 NORWOOD ROAD, HERNE HILL, LONDON, S.E.24



HAT-TRICK BY RENAULT

Again successful at Monte Carlo

Renaults performed the hat-trick at the recent Monte Carlo Rally by achieving First, Second and Third places in the 750 c.c. Class.

In coachwork too, Renault scored again, winning Class IV of the Concours de Confort.

RENAULT 750

RENAULT LIMITED · WESTERN AVENUE · LONDON W.3

What's a Clicker?

BARIMAR gives you the answer below!

"Well, what is a clicker?" A clicker is a craftsman who cuts from the hides the uppers of our boots and shoes. Machinery has largely replaced the craftsmen and several "Clicking Presses" now widely used for this operation, have come to Barimar for repair.



THIS damaged

casting . . . sent by one of the largest footwear manufacturers in Britain—belongs to another kind of machine used in the same industry—a sole levelling machine, a precision job in every sense of the term. Barimar has the right plant, and the right workmen for soundly and permanently welding and accurately re-machining parts such as this. The more complex the casting, the more unfamiliar the machine, the more Barimar regards it as a challenge to be accepted.

For this reason, there is scarcely a British industry that has not, at one time or another, called for Barimar's assistance. There are reasons for this preference.

With the Export Drive as hectic as ever, a damaged key machine is a serious setback. To get it back into service economically and speedily, contact Barimar at any hour of the day or night—there's always someone at hand to advise you.

SKILL AND ACCURACY IN WELDING AND MACHINING.

SAVING IN COST AND TIME.

THE BARIMAR MONEY-BACK GUARANTEE OF EXPERT AND CONSCIENTIOUS WELDING.

ALL BROKEN PARTS which are transportable must be sent **CARRIAGE PAID** or delivered by customer. Please remove all fittings and post letter advising despatch.

BARIMAR

LTD

Telephones: **RENewn 2147-2148**

Telegrams: "Bariquemar, Walgreen, London."

BARIMAR BRANCH ADDRESSES:

BIRMINGHAM, 12	116-117 Charles Henry Street	Midland 2606
MANCHESTER, 13	67 Brunswick Street, Ardwick	Ardwick 2738
NEWCASTLE UPON TYNE, 1	64-66 The Close	21055
GLASGOW, C.2	134 West George Lane	Central 4709



MOTOR REPAIRS

Most Breakages to Motor Parts can be repaired by Barimar at a Big Saving on the Cost of New Parts.

CYLINDER BLOCKS: Every kind of crack and fracture, broken bores, scored bores, damaged stud housings, cracked, burnt, pitted and sunken valve seatings.

CYLINDER HEADS: Broken and cracked heads, chipped, warped or damaged faces, broken rocker standards, defective camshaft bearing housings, cracked stud holes, stripped plug threads. **IRON OR ALUMINIUM.**

CRANKCASES: Fractures caused by broken connecting rods and run big ends, broken-off bearings, smashed sumps, cracked stud housings, broken bearing and flywheel housings, stripped drain-plug threads. **IRON, ALUMINIUM OR ELEKTRON.**

CRANKSHAFTS: Broken across web or journal, cracked, scored, threads stripped or tapers worn, defective starter teeth on flywheels.

TRANSMISSION: Cracked or broken gearbox and axle casings, damaged gear teeth, worn splines and tapers, fractured shafts, cracked differential casings.

THE WORLD'S SCIENTIFIC WELDERS

EDITORIAL DIRECTOR
G. GEOFFREY SMITH,
M.B.E.

ASSOCIATE EDITORS
A. G. DOUGLAS GLEASE,
B.Sc., A.P.I. Mech.E.

H. S. LINFIELD

TECHNICAL EDITOR
MONTAGUE TOMBS

Publishers:
LILFE & SONS Ltd.

Editorial, Advertising and
Publishing Offices:

DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.1.

Telegrams: Autocars, Sudist, London.
Telephone: Waterloo 3333 (60 lines).

BRANCH OFFICES:

COVENTRY
10, Corporation Street.
Telegrams: Autocar, Coventry.
Telephone: Coventry 5210.

BIRMINGHAM, 2
King Edward House, New Street.
Telegrams: Autopress, Birmingham.
Telephone: Midland 7191 (7 lines).

MANCHESTER, 3
260, Deansgate.
Telegrams: Lilfe, Manchester.
Telephone: Blackfriars 4412 (3 lines).
Deansgate 3595 (2 lines).

GLASGOW, C.2
26b, Renfield Street.
Telegrams: Lilfe, Glasgow.
Telephone: Central 4057.

ANNUAL SUBSCRIPTION
Home and Overseas: £2 12s. 0d.
U.S.A. and Canada: \$6.00.
(At present subscriptions can be
accepted only for overseas.)

In This Issue

Eyes on the Road ..	148
Monte Carlo Rally:	
Summing-up	150
Photogravure	160
Disconnected Jottings ..	152
A Lesson in Weight Saving	155
ROAD TEST: Oldsmobile	157
951 Chryslers and Ply- mouth ..	162
Witchery of the Wye ..	163
Racing Driving ..	166
Correspondence ..	169
National Calendar:	
..	172
Clee Hill Trial ..	173
The Sport ..	174

The Autocar

FOUNDED 1895

No. 2880

FRIDAY, FEBRUARY 9, 1951

Vol. XCVI

Weight and Power

THE achievement of the French Hotchkiss company in weight reduction, related on a later page, is considerable. By reducing the weight of a five-passenger family saloon to 2,376lb, they have been able to obtain a power-weight ratio—calculated on the makers' data—of 66 b.h.p. per ton, and that with an engine of under two and a quarter litres; medium-sized by present-day standards.

This has been done by integral construction and the thorough use of light alloy, the basic design stemming from M. Grégoire. It is a design that has been known and admired for some years, but this is the first time that its application in Europe has been undertaken by a firm with big resources, and the event is a matter of satisfaction. It is unfortunate that it should occur at a time when all metals are scarce and consequently at a premium, with light alloys particularly so, and it will be interesting to see the price that is eventually placed on the new Hotchkiss.

This journal has never ceased to urge that weight saving is the true path to performance and economy, nor has it missed the opportunity to criticize weight increase in British products. So often a new model appears in Britain in which weight has been skilfully saved only for subsequent versions of the same car to become heavier and heavier as modifications are made and auxiliary equipment is installed.

The Hotchkiss uses no revolutionary devices in order to discard weight. The light-alloy scuttle structure is the "backbone" of the car, and the engine is also in light alloy; the fact that it is a flat four is incidental. There is no front axle, and in order to retain good sprung to unsprung weight characteristics the rear brake drums are inboard on the differential casing. The wheels are of spider pattern, the spare comprising only tyre, tube and light-alloy rim. All these features are comparatively well known, and their efficiency has been individually proved. But it is unfortunate that motorists must look to the Continent in order to see them all adopted in a single car, especially at a time when the Continental challenge is growing in the export market.

The Eyes Have It

AN oculist's advice on the use of the eyes while driving is contained in the article on the following pages, and there is no doubt that the conscientious motorist will take it to heart. As a whole, the author makes it only too clear that driving subjects the eyes to considerable rigours—a fact which has been brought home to many a motorist after a long day at the wheel.

There is, rightly, considerable emphasis placed on the necessity to cultivate a general awareness of events over the whole field of vision, what is popularly known as catching sight of things "out of the corner of the eye," and it is a matter for regret that the close work by which so many motorists earn their living militates against this ability to take the broad outlook.

In general, the most important thing for drivers to bear in mind is the limitation inherent in the eye. Its focusing takes time, its tolerance of extremes of illumination, while considerable, is not perfect, and, like the rest of the body, its powers of quick response are marred by intense fatigue.

The impact of these limitations is readily perceived, and provided that the driver takes the necessary precautions no danger need result. There is, however, one manifestation of intense fatigue that can be dangerous, and that is what may be termed hallucination. Occurring usually at night, this has been known to take the form of a vehicle or other object that does not exist, or a bend in a road that is as straight as a die. Probably the eye is helped in its delusion by peculiarities of light distribution on the scene, but there is no doubt that tiredness is at the root of the trouble. In view of the obvious dangers in such optical illusions, it is time to "gang warily" when they begin to be experienced, and as soon as possible to call it a day.



DRIVING, UNWITTINGLY, WITHOUT DUE CARE AND ATTENTION!

WHAT a small proportion of accidents, whether brought to the notice of the police or not, are caused by malicious misjudgment. Some may be the result of faulty mechanical handling of the vehicle, but only a very small percentage; the remainder, therefore, must be accounted for by misjudgment of the sight.

The average person spends perhaps three or four hours at a spell intent on some work at table, desk or lathe, and at the conclusion of this gets into a car and attempts the hazards of the road. The cynic may here remark "So what!" but to the more serious enquirer the question arises, "Is there a right and a wrong way to use the eyes at the wheel, or do we take vision too much for granted?"

Primarily the eyes are adapted for use in open country, but possess faculties for concentrating on objects at arm's length as the need arises. Modern life, however, generally has reversed this order and demands more concentration at tables or desks, with less time for the wider range of vision. In effect this tends to put the eyes into blinkers.

The reason is that there are, in this respect, two ways in which we use our sight. One is the wider consciousness of range of vision in which we are aware of objects to right

and left, above and below. The other is the more concentrated manner, such as is now being used by the reader, in which only a very small area of vision is utilized, probably spanning not more than two or three words at a time, but in which apprehension or awareness of surrounding objects simultaneously fades.

This latter manner of seeing is known as suppression of the outer fields; that is to say, one shuts down or screens out mentally the awareness of surrounding objects. This is a vital function to enable visual and mental concentration, and is not merely psychological, but has physiological and physical reactions. This being so, like all other faculties of the human organism, persistent use of suppression leads to its becoming a fixed condition to a greater or lesser degree. Therefore, vision does not seem to be instinctive and innate, but would appear to need some adaptation for different uses.

The probability is that when taking the wheel, the habit of suppression of the outer areas of sight still persists; one is still using the concentrated, detailed vision which, in fact, is not required. This leads to failure to apprehend movement, with a slower reaction and a loss of road sense. Some knowledge of this enables the necessary compensation to be effected.

Here are some hints by means of which the individual can do something towards the need.

Widen the span of sight.—When starting off on the road,

remember to give as much attention to what one sees out of the corner of one's eye as to the object immediately in front. The use of the line of sight on the road differs from that when looking at a book or a job. Detailed vision in the car is not so important, but form and movement vision is. Spotting that child, dog or cat, the foot of the person who is on the other side of that parked vehicle, detecting the first signs of movement of a halted van—these are the things that will produce 100 per cent road sense and behaviour and avoid accidents.

Judging distance.—Distance judging depends on depth perception and stereoscopic vision. Here again, the outer fields of sight are more important than the central. The physical mechanism on which this function relies is the alignment of the globes of the eye, controlled by six pairs of muscles. As may be imagined, twelve muscles leave plenty of room for faulty action, and as R.A.F. personnel will confirm, accurate distance judging is dependent on good alignment. Indeed it may be said that the "toeing in" of the eyes should be checked with as much consideration as is given to the alignment of the wheels of a car.

Following one's nose.—Another need for reducing concentration on the central line of sight is that one tends instinctively to direct oneself towards the object looked at. In the old cavalry days it was customary to inform a recruit whose horse wanted to go one way and he the other, "Look the way you want to go and you will get there." This is even more true when driving a car. Doubtless the reader has experienced occasions when his attention has been drawn to, say, a detail of an approaching car, and he suddenly finds he is steering that way and has to make a check.

The answer is to select a point of direction between on-

coming traffic and the left-side verge of the road and drive towards this. Development of the outer vision will report any change of movement of the approaching car, or occurrences on the pavement.

Optics of Corners

Cornering.—By the same law, cornering is facilitated if attention is concentrated on the inner curve of the bend. This is particularly helpful when taking a left-hand bend as it checks the tendency to drive out over the centre of the road, and one is ready for the sharpest twist.

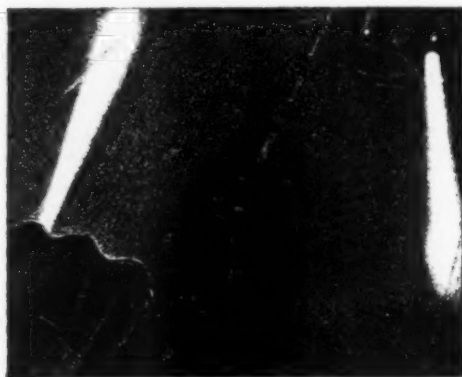
Hand signals.—The inability to give equal attention to central and outer vision brings into question the practice of using hand signals. Because of the comparatively small object that the human hand presents, how much loss of attention to the road is incurred by concentrating to pick up this little member of the human body?

The remedy seems obvious—signal patches of some agreed colour should cover a glove—but one wonders if the American practice of winking lights is not more readily detected out of the corner of the eye.

Speed of visual apprehension.—The speed of apprehen-

sion of occurrences in the outer field can be developed by increasing the periods of attention given to seeing from the "corner of one's eye." Road forks or junctions that provide the maximum scope of vision are notoriously not the safest. It would seem that a balance needs to be drawn between the speed of visual apprehension and that of movement of modern vehicles. A road junction which the writer has used regularly for some considerable time has hitherto presented no difficulty. It was obviously a fairly blind entry into a major road, and that fact forced one to pull up without demur before making the entry. Recently a portion of a private garden that formed the obstruction to a view of oncoming traffic on the major road was removed, opening about 100 yards to the view. The result is that, observing this clear view, one tends to emerge at what seems a safe speed, only to be surprised when a car that was proceeding on the major road at, say, 30 m.p.h., appears at a critical moment, giving both drivers no time to alter speed safely. In view of the comparative slowness of visual apprehension, it would seem a safer course to reduce visibility in such instances, forcing an approach to be made with caution.

Glare.—The next bugbear that assails the eyes of the motorist is the problem of glare at night. This can be met to a great extent by adopting the recommendation of always fixing an imaginary point midway between the right side wing light of the oncoming vehicle and the left side verge.



When two cars with dipped head lamps meet, there is an intensely dark patch between them.

Never be tempted to look directly at head lights; by deflecting the line of sight even the slightest degree, an amazing toleration is possible to the average eye. This can be confirmed by any stage artist, who for long periods at a time stands between the dual onslaught of foot- and lime-lights. The main thing is to avoid saturation of the visual purple which takes place when direct focus on light is made on the centre line of sight of the retina.

Dipping head lights.—What, however, is not so easy to deal with is the sudden changes of light intensity which are encountered. Whilst the eye has a wonderful range of adapting itself to degrees of light from 2,000 candle-power (may be experienced out of doors on a bright June day) to one or less candle-power, it does require an appreciable amount of time to do this.

The intensity of illumination on a moonless wet night taken at the centre of the beam of a pair of head lamps on an average modern car is 25 candle-power at a distance of 12ft. At 100ft this drops to two candle-power. With dipped head lamps the illumination falls to 0.7 candle-power as close as 25ft.

The black-out.—This in itself presents a momentary period of almost black-out to the driver. An additional aggravation is that a dark patch is created between the lamps of the dipped head lights of both vehicles. Since a con-

siderable distance has been covered from the time the approaching vehicles have dipped, it is quite possible for a pedestrian, cyclist or other object to be just in that blacked-out area, invisible to the driver until too late. One wonders, therefore, if it would not be safer to adopt the practice of leaving head lights on, reducing the intensity by rheostat control or by dual bulbs of lower candle-power, or coloured. The glare is neutralized by the brightness of one's own lights, since glare only exists when the intensity of a bright object is much above that of the surrounding light. But to reduce suddenly the existing light intensity beyond a certain datum is a positive danger at modern speeds.

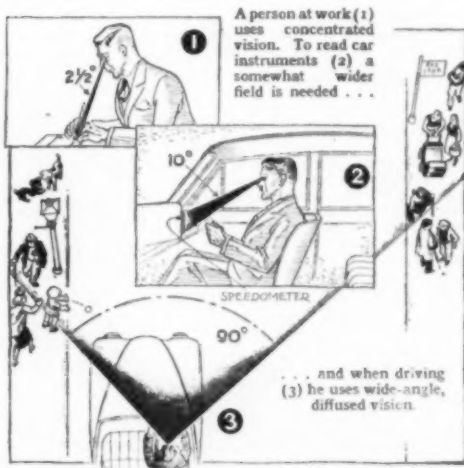
Scintillation

Visibility through windscreens.—It seems surprising that with the resources at our disposal today, no satisfactory means exist for preventing the soiling of windscreens by preceding vehicles, apart from the rather primitive method of "squirts." This nuisance is particularly troublesome in our climate where roads, even in dry weather, so frequently present a surface with sufficient moisture to be thrown up—and at what a distance one's windscreen can be spotted! At night the scintillation caused by lights, whether stationary or moving, can become positively dangerous.

Eyesight.—As may be gathered, it is submitted that form and movement vision is more important for safe road behaviour than critical detail vision—nevertheless a good visual acuity does have the psychological effect of quickening speed of apprehension. That is to say, a short-sighted person (myopic) may be able to discern a bus, car, cycle or human, but discernment of distance and, what is perhaps more important, intention of movement or change of direction, will be more readily detected if the error of sight is corrected. Those boasting long sight often have a maladjustment for the nearer intermediate distances. Astigmatism blurs and tends to slow down speed of apprehension.

Spectacles for driving with lenses made of one of the palest absorptive glasses are a benefit to relieve eye strain, and just how much nervous energy is actually expended on vision may be gauged by the eye symptoms after driving in fog. Some prefer to drive without spectacles at night, but this would seem to depend on the comparative improvement in vision with the slight loss of light value absorbed by the lenses.

A bifocal lens for those in the later middle age will facilitate reading instruments on the fascia, but a longer focus of the lower portion of the lens than is usually prescribed for reading is desirable. A convex driving mirror may cause a focusing strain on the eyes if the driver sits too close to it.





One of the competitors successfully passing the snow plough on the run down towards Grasse—



—and the unfortunate competitor (J. Nelleman, from Denmark) who failed in the same manoeuvre.

RALLY FINALE

BRITISH CARS DOMINATE COMFORT COMPETITION

THIS year's Monte Carlo Rally differed widely from the 1950 event in that a large number (to be precise, 108) of the entrants arrived at their destination without losing marks on the road section. On arrival, all the competitors took part in the acceleration and braking test, and only the first fifty of the above 108 competitors on the results of this test were able to take part in the regularity and speed test two days later.

This latter test, which was run this year round the Monaco circuit, was decided on a formula involving the time in seconds taken by each competitor on the fastest of his four timed laps and the variation from that time on each of the other three; it followed that, although a fast lap speed was essential for success, it was no good achieving this on one lap only.

By far the most outstanding performance here was that of Louis Chiron, who covered two laps in 2m 20s each, and the remaining two in 2m 21s each in his 4½-litre Delahaye, thus being not only five seconds a lap faster than any other competitor, but also remarkably consistent. Trevoux, the eventual winner, put in one lap in 2m 25s but another in 2m 28s, which was rather surprising; but his excellent time in the acceleration and braking test still provided him with a smaller aggregate number of penalty marks than anyone else.

Britain's Fastest

Fastest British competitor was W. H. Robinson, driving R. F. Ellison's Jupiter, whose lap times varied only from 2m 30s to 2m 31s; but two other British competitors, P. R. Bolton (Bristol), and W. H. Waring (Jaguar) succeeded in completing each of their four laps in exactly the same times, the only two out of the fifty runners to achieve this feat. Waring deserved especial praise as his car was by then practically brakeless.

Thus in the final results these fifty competitors came first, their order determined by their combined performances in both tests; next came the remaining fifty-eight competitors with clean sheets in the order of their acceleration and braking test times, and finally the rest of the finishers in the order of the sum of their first test marks plus those marks lost on the road section. As the result of the rally depended to such a great ex-

tent on the acceleration and braking test, a competitor had only to make a slight slip here to lose all chance of being in the first fifty; for instance, the Metropolitan Police crew in the Humber Super Snipe, who had had a perfectly clear run up till then, fell to fifty-sixth place in the final result through a very slight hesitation in the re-engagement of the first gear after reversing. Chiron was extremely lucky to achieve his fifth place, as a similar misjudgment on his part in the first test resulted in his being placed forty-fifth therein; if his time had been half a second longer, he would not have been in the first fifty nor had the opportunity to put up his remarkable performance in the second test, which gained him a special cup as well as bringing him so high in the final order.

Grand Prix d'Honneur for Bentley

THE *concours de confort*, held on Tuesday, January 30, was dominated by British cars, which scored a series of out-

standing successes. In this competition the criterion is not elegance, but practical bodywork and equipment designed to provide really comfortable motoring over long distances in mid-winter.

W. M. Couper again carried off the Grand Prix d'Honneur, this time with a Bentley saloon finished in vineyard green. His victory was, however, closely contested by the 2½-litre Daimler saloon entered by the Adams brothers, and on the first count the judges found there was a margin of only one point between the two cars. On a re-examination, the Bentley gained the verdict through the originality of three items in its equipment. These were the fog lamp on an extending boom at the front, the electrically driven wipers to keep the head lamp lenses free of snow, and the rear window with a grid of hundreds of hair-fine wires inside the glass capable of being heated by an electric current for de-frosting. Under the bonnet the Bentley had a reservoir through which the water passed on its way to the interior heater and in this tank of soup could be warmed en route. Instruments included a combined barometer and altimeter and there was a facia mounting from which a cine camera could take shots through the windscreen.

The Daimler, finished in black, had the sports twin-carburettor manifold with a



The Jowett Jupiter team, justifiably pleased with life, after learning of their successes: (l. to r.) R. F. Ellison, T. C. Wise, H. Grimley, G. Wilkins, W. H. Robinson and R. Baxter.

special arrangement of twin air cleaners. The luggage locker was completely filled by auxiliary fuel tanks and two spare wheels fitted with chains. A third spare wheel was mounted in the usual position above the bumper. Luggage was carried on a roof rack, protected by a well-devised waterproof cover.

The Hillman Minx run by M. B. Anderson and R. M. Hastie carried an astonishing array of equipment which added about 3 cwt to the weight of the normal saloon and the car must have been highly placed in the final markings for the Grand Prix d'Honneur.

There was a complete exhaust-heated hot-water system which could be used to feed a hinged washbowl recessed into the right-hand front door, complete with soap and towel. Alternatively, water for hot drinks could be drawn off into tumblers from a tap under the dashboard.

The car was equipped as a two-seater only, and the navigator's seat could be folded back into a semi-bed, supported against a wedge-shaped 50-litre fuel tank mounted in place of the rear seat. Behind the driving seat was a big auxiliary luggage locker. Recessed in the left-hand front door were a cine camera and spare film magazines, a canteen of cutlery and several vacuum flasks, while extra



The 2-litre Daimler, driven by A. E. and A. W. M. Adams, which won its class in the Concours de Confort.

equipment under the bonnet included a baize-lined case of spare parts. Fog lamp and long-range road lamp were protected behind the grille, which was hinged and could be wound open from the driving seat to expose them when required.

The team of three Humber Hawks in Air Force blue run by R. M. Carter and Bedford, K. E. Carter and Whitehouse, and Braid and Waites, gained two successes: they won the special prize for the best Monte Carlo Rally coachwork and their radio transmitting and receiving equipment gained them the special cup presented by Radio Monte Carlo.

Several cars, including the Sunbeam-Talbot entered by Gatsonides, carried wire mesh mats to put under the rear wheels, in addition to the usual unditching gear, and the Chevrolet of Kattenburg and Groeneveld from Holland had a three-wheeled trolley with pneumatic tyres which could be put under a punctured tyre for the run to a garage,



The new 3-litre Alvis, making its first appearance in competition in the hands of Mrs. D. Stanley-Turner, did well in the regularity and speed test to take 32nd place in the general classification.

to save wheel changing on the road.

The team of three Hillman Minxes entered by J. H. Kemsley, H. S. Shears and Fotheringham-Parker, was equipped with two-way radio and the aids to navigation included a clock with reverse-calibrated dial to show time remaining before the next check point. Perhaps the most elaborate instrumentation was to be seen on the Simca run by J. and A. Grace from Portugal. On the fascia, in addition to radio and the usual instruments, there were hygrometer, compass, altimeter, stop-watch and several thermometers.

The event lost something as a spectacle, for the various classes were spread out for judging, some being on the Casino terraces, some in front of the Casino and others outside the Sporting Club.

(Concours pictures on pages 160-161)

Prizegiving and Gala Dinner

AFTER the rainy and cloudy weather of the first few days in Monte Carlo, the weather turned really fine for the parade and prizegiving. Cars, newly washed and polished, assembled in order of the general classification and wound round the harbour up the hill to the courtyard outside the palace, in brilliant sunshine. The winner received his trophies from the Prince of Monaco and then the remaining prizewinners filed slowly by amid the popping of flash bulbs to receive their awards.

Competitors assembled again in the evening for the gala dinner at the Sporting Club. Speeches were limited to three, by M. Anthony Noghes, Charles Faroux and the Vicomte de Rohan, after which there was an excellent cabaret.

Winner of this year's Coupe des Dames, "Mme. F. Hustinx," also won the same award as Mme. Hustinx in 1934 when she started from Bucharest with a Peugeot. Nowadays in private life she is Mme. de Cortanze; her husband, Charles de Cortanze, is the well-known Peugeot driver who recently crowned a long list of competition successes by bringing a Peugeot 203 from Cape Town to Paris in just over sixteen days, handsomely beating the time taken over the same journey—though in the reverse direction—by Sleight and Jopling with the Austin in 1949.

Best placed British competitor for the same trophy was Mrs. E. M. Wisdom, who took fifth place in a Hillman Minx in company with Mrs. P. Fotheringham-Parker. Their final placing in the general classification was 160th; really bad luck, in the shape of a puncture during the last vital road section, caused them to lose marks for late arrival.

C. Redeke was unlucky not to win the 750.c.c. class with his Renault; after putting up a better performance than Louis Rosier (the eventual winner) in the acceleration and braking test, his car blew a gasket on the last lap of the regularity test and just crossed the finishing line at reduced speed with steam pouring from the engine compartment. The time lost on this lap dropped him to fourth place in the class and forty-fourth in general classification.

The achievement of J. G. and P. B. Reece in obtaining third place in the

1,100 c.c. class with a Ford Anglia (not the Ten-engine export version) is worthy of special commendation. Jack Reece's own comment was to the effect that it was irritating to be passed on the way up a mountain by all the fast Simcas and other Continental cars, with their four-speed gear boxes against the Anglia's three, as it then became necessary to re-pass them all going down the other side; this must have been a process well worth watching.

W. H. Waring, who does so well in reliability trials with his much-modified Dellow, was among the ten fastest performers in the acceleration and braking test, despite the fact that the knob came off the gear lever of his Jaguar at a critical moment, causing him to cut his hand badly on the metal end. This, together with his good showing under difficult conditions—previously referred to—in the regularity speed test, made his ninth place in the entire Rally all the better deserved.

ADDITIONAL RESULTS*

British Trials Drivers' Association Trophy (highest placed member): Ford 3,622 (K. Wharton), 6th place.
The Late Public Schools Challenge Trophy: Jaguar 3,485 (W. H. Waring), 9th place.
Barclays Bank Trophy (highest placed British car): Jaguar 3,485 (C. Ward A. Young), 3rd place.
Royal Scottish Automobile Club Cup (highest placed Glasgow starter): Jaguar 3,485 (C. Ward A. Young), 3rd place.

Stuart Trophy (highest placed British competitor): (1) Jost 1,436 (H. P. Biddle, W. H. Biddle), 6th place and Ford 3,622 (K. Wharton, J. Langdon), 6th place.

* Main results were given last week.
In next week's issue, Gordon Wilkins (The Autocar) who with Raymond Baxter (B.B.C.) won his way to tenth place in the Monte Carlo Rally, will relate his experiences and impressions.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

The Shylock Touch

THE next Budget promises to be a stiff one for all of us. For one section, however, it should, by every canon of justice, be a relief. The maintenance of the 25s per horse power rate for cars registered before January 1, 1947, stinks to high heaven as an example of British unfair play, and I shall be sorry if Hugh Gaitskell re-



"Can't afford to lose the money."

main content to be shouldered with the blame for it. Up to now the Government attitude has been, "We can't afford to lose the money."

In that case the burglar who points out that he must rob you otherwise the wife and kids will starve is a man deserving of comparison with Britain's administrators. And I do not own a pre-1947 car.

Scots Standards

ARE Southerners morons when it comes to ice and snow driving?

One of my correspondents seems to think so. He hails from Perthshire, where snow and ice frequently occur for considerable periods, and says that he finds it a relief to get back home amongst the skilful drivers after watching the antics of us Southerners. I am not prepared to disagree with him, but I was surprised to find that he found fine weather driving in Scotland "shocking." On my too-rare visits to Scotland I have always thought that the driving up there was pretty good.

Take it Out on Me, Joe

THE remarks in my local paper made by a certain rural district council are eloquent of the dog-eat-dog attitude that is so prevalent in this country to-day, in which envy, malice and general ill-will are coming to be regarded as the hallmarks of good citizenship. The gentlemen in question were requesting the Home Secretary to permit the local magistrates to inflict much heavier penalties on errant

motorists hauled up before them. We realize, was said in effect, that economics will not permit any improvement to be made in the roads, so this is the method we thought of. Very brilliant, I am sure. Presumably, then, it would be fair to leave a road surface in being that was like a skating rink, and then to send a motorist who skidded on it to prison for dangerous driving at 20 m.p.h. Talk about visiting the sins of the fathers upon the children! This is making drivers scapegoats for all the shortcomings of authority.

It is some satisfaction to be able to record that the Home Secretary said it was nothing to do with him; try Transport. Try common sense, I would say.

Inside Modes

WORK often takes The Scribe to the embassied expanse of Grosvenor Square — one of London's pleasanter spots around lunch time—and there is always a fine selection of American cars drawn up around its kerbs. Glances inside these show the fashion in transatlantic furnishings, and there is little richness



Transatlantic furnishings.

in upholstery on most of them now. The trend seems to be towards woven materials made of Nylon, or something like it, simple to clean. The evident durability of these new materials commands them to the practical motorist. They are in a variety of patterns, some tartan and others more sober. Sometimes the seat is covered with this material, and the back in a plain leather.

What the Ear is Used to

IT happens that I have recently driven two fast cars with about the same size of four-cylinder engine and with almost the same gear ratio, the tyre sizes being identical. In other words the revs per mile were substantially identical. As a result there was a great similarity between the two cars as far as my ears were concerned with what I may describe as the general level of noise. At the same time the Scribal aural appendages could pick

out certain different components in the general noise, just as a musician can distinguish the parts played by different instruments in an orchestra. There was, for example, a noisy tappet on one car, a noisy speedometer on the other.

It was, however, just as easy to judge road speed, without looking at "the clock," on the car I was little used to as on the other car which I know well. Indeed, as I cruised gently along, amusing myself by estimating my speed and then rectifying my guess by looking at the speedometer, I wondered if our ears are not a better judge of speed on a car they know than are our eyes.

Efficiency

INCENTIVE scheme in a car-packing factory, the work of which was described some time ago in this journal: If the man-hours on the job are reduced below a certain datum line, workers get a bonus equal to the per cent reduction. Result: Sometimes the men get a 50 per cent bonus; they attend to slackers, and shop stewards are among the hardest workers. All the men are happy, and work 55 to 60 hours a week. They pack better and cheaper than any competitor.

Comment may be inferred.

Out and About

ARE Birmingham people unobservant? Chatting to an official of the Rover company a few days ago, a colleague was told that the Rover turbocar has been driven around and in that city quite a lot recently, yet no one seems to have noticed that it is in any way different from a normal vehicle.

This indicates that considerable progress has been made in silencing the



No one seems to have noticed.

high-pitched whine so prominent when the Rover was first demonstrated at the Lindley proving ground, and also in respect of what our leader writes recently called the efflux of heat. All the same, it will still be a long time before we can buy one.



It's undoubtedly a Daimler—

*Swift as the swallow's swoop across the hedgerows,
responsive as the soft mouth of your favourite grey . . .
this is the car for the country-lover who appreciates beauty
and craftsmanship in the things he owns. Features of
this Daimler 2½-litre Special Sports include new cylinder
head design, dual carburettors and overdrive on top gear*



BY APPOINTMENT
To Her Majesty the Queen
The Daimler Company Limited

THE DAIMLER COMPANY LIMITED · COVENTRY



M.I.5 and D.M.S.

(or the Service that is no Secret)

Our spies inform us that they have nothing to inform us. The Return of the Branded Spirit is a thriller that has not yet been published. But what we can tell you is that Dominion Motor Spirit (D.M.S.) is merely dormant, and is ready for a bigger and better comeback. Meanwhile we can offer Traders a tremendous service - backed by the full sales and service organisation of the National Benzole Co. Ltd. itself! Traders will be wise to get in touch with one of our Depots.



NATIONAL BENZOLE COMPANY LIMITED, WELLINGTON HOUSE, BUCKINGHAM GATE, LONDON, S.W.1
AGENTS FOR THE DOMINION MOTOR SPIRIT CO. LTD.



New interior and exterior styling and improved visibility are the main features of the Dodge range for 1951. The body changes include new bumpers and over-riders, different wing mouldings at the front and rear, and a belt moulding completely encircling the car at the base of the windows. Modifications to the engine are confined to the cooling system.

NEWS and VIEWS

The Last 40

FINISHING the five and a half years of activity in the motoring field which have been concentrated on the Type 400, the Bristol company has now switched entirely to the Type 401. The last of the 400s is bound for Australia.

Castor Oil Again?

CASTOR oil as an engine lubricant is by no means out of the picture, and new anti-oxidants and corrosion inhibitors have been developed. This point was made by Mr. E. A. Evans, chief chemist of the Wakefield group, at an address to the north-western centre of the Institution of Mechanical Engineers.

Accidents Down

POSSIBLY because snow kept some vehicles off the roads, the accident figures for December show a marked decrease over the previous December. The number of fatalities was reduced from 537 in December, 1949, to 355 and of seriously injured from 4,200 to 3,722.

Cape-London Rally

COINCIDING with the Festival of Britain a "Ford-Trekker" rally from Cape Town to London is being organized by the Motorists Travel Club, Ltd., 109, Piccadilly, London, W.1. It is primarily intended for residents of South Africa, and will last from March 26 to May 12. The Ford company of England and Port Elizabeth is co-operating.

Renault, Rootes, Vauxhall Up

CONTINUING the ever upward rise of prices, the Renault 760 now costs £385 plus £116 5s purchase tax. The Rootes Group have also announced increased prices. The new prices are as follows: Hillman: Minx saloon £425 plus £118 16s 1d purchase tax; Minx coupé £505 plus £141 0s 7d; Estate car £495 plus £138 5s; Humber: Hawk saloon £665 plus £185 9s 5d; Super Snipe saloon £945 plus £263 5s; Super Snipe touring

limousine £1,020 plus £284 1s 8d; Pullman limousine £1,475 plus £410 9s 5d; Imperial saloon £1,475 plus £410 9s 5d. Sunbeam Talbot: 90 saloon £820 plus £228 10s 7d; 90 coupé £875 plus £243 16s 1d.

Vauxhall prices are up £20 plus the appropriate amount of extra purchase tax making the new prices: Wyvern £415 plus £116 0s 7d; Velox £470 plus £131 6s 1d tax.

Austin prices have also been increased but Customs officials had not assessed tax increases at the time of going to press. Increases in basic prices vary from £28 on the A40 saloon to £40 on the A70, £50 on the A90, £90 on the A125 and £100 on the A135 Princess. Purchase tax may

be calculated approximately by readers by adding 33½ per cent on all prices. All these firms blame rising raw material costs.

Humber Register

OWNERS of Vintage, Edwardian and Veteran Humpers are invited by the registrar of the Vintage Humber Register to submit details of their cars. The objects of the register include fostering an interest in Humpers of this period, keeping owners in touch, and building up a library of appropriate literature and handbooks to be available to members.

The address of the registrar is Rose-lands, St. Michael's, Tenbury, Worcester-shire.

"NO ROAD FUND"—LORD LUCAS

THE views of Lord Lucas on accidents become more and more extraordinary, as do his party whimsicalities. Last week he told the House of Lords that there was "no Road Fund"; does an object cease to exist because it has been stolen?

There were many suggestions to reduce road accidents made during the debate, initiated by Earl Howe, who urged that responsibilities should be put on all road users, including the cyclist and the pedestrian. Could not traffic courts be set up, in which the administration of the law could be codified? He laid special stress on the roads, which, he declared, should be made adequate to deal with the increasing volume of traffic and the larger population. Tinkering and patching-up should end; roads should be made to fit the traffic.

Other suggestions by peers who also deplored the growing number of road accidents were: speed indicators on the backs of cars; stronger sentences for dangerous driving and the more stringent enforcement of the law; an extension of police patrols not in uniform; more disqualifications for convicted drivers; fenced roads in built-up areas; 2,000 miles of motorways to serve Britain; and more uniform lighting in built-up areas.

Lord Strabolgi, after deploring the way in which dogs were allowed to stray

on roads in crowded areas, drew attention to the law in Sweden. The Swedes, he said, who were a convivial people and whose drinks were potent, had introduced severe penalties for driving under the influence of drink. If the driver involved in an accident had taken any alcohol at his last meal, the punishment was nearly always imprisonment. The introduction of the new law had resulted in a substantial reduction in accidents.

Lord Lucas, replying for the Government, said that they were watching the experiment of plain-clothes police patrols with interest. Although he might have some personal doubts about it, he was prepared to condone the experiment if it would contribute one per cent to the alleviation of one of the greatest social scourges faced today. Since the war £300,000,000 had been spent on the roads, and the effect had not been great. He did not deny that road improvement was necessary. There was, however, no Road Fund as such. He would ask the Council of the British Road Federation to stop talking nonsense about "raiding the Road Fund." There was not one to raid. The Government had taken every practical step they could to implement the Alness Committee's recommendations, but they could not do so in any way which involved more expenditure nor by imposing more regulations. The country

NEWS and VIEWS:

continued

At the headquarters of the Kent County police a flag is placed at the site of every road accident on a large road map of the county. Accident black-spots are watched for and investigated.



had to face the hard, incontrovertible fact that, by and large, for some years, we could not expect any great road improvements, and whatever was done to eat into that dreadful problem of road accidents must be done within the existing pattern of the road system.

Lord Lucas was not confident that new trunk roads and motorways, desirable as they were, would materially reduce the number of road casualties. In any effort to reduce the number we must look to influencing the conduct of road users. The greatest single deterrent to road accidents would be a greater enforcement of the law. The law affecting road users had been brought into contempt. Owing to war and post-war conditions the police force had been undermined. If punishment were to be a deterrent for wrong doing it must be severe enough to be a deterrent. All the facts showed that it was not. He was appalled at the contempt with which the law was treated. It was no good cluttering up the Statute Book with more regulations when those already existing could not be enforced. There was no law to deter the pedestrian from crossing the highway. The cyclist could hardly be touched. The Ministry of Transport was hoping, by amending certain statutes in the course of time, to get over the difficulty.

Rally Reaches Congo

DURING the past two weeks competitors in the Mediterranean Cape Rally passed through the Congo, and local reports of the preparations to receive them suggest that something of permanent value will emerge from the Rally in improving the arrangements for the reception of long-distance travellers, who may be expected to appear in increasing numbers when the Rally has demonstrated the possibilities of international motoring on the African continent.

Cars are running in a series of groups of three to five vehicles, designated with a code letter according to the date on which they started. In the Congo they had to traverse hundreds of water courses, and there were at least eleven ferries, which entailed crossings of from ten to thirty minutes' duration. Most of them were capable of carrying only one or two vehicles at a time.

First arrival at Buta on January 21 was a Land Rover driven by the French brothers, Robert and Raymond Lapalu, followed by a Jeep driven by Captain Crespin and Lt. Chaumel, who had been delayed after a narrow escape from a falling tree. Third to arrive was the Frenchman, Jean Desparmet, with a Ford Jeep. The following day competitors were greeted at Bangassou by M. Monteyne, director general of the touring organization and general commissioner of the Rally for the Belgian Congo. Over this section the roads were reported good. Over the mountain roads in the Kivu area and on the escarpment of Kamaniola, one-way traffic was introduced to ensure a clear passage for competitors.

At Stanleyville the four French military Delahayes of the M group arrived on January 23 without penalty. Of the C group, Captain Crespin (Delahaye), Lapalu (Land Rover) were without penalty. Desparmet (French Jeep) was late, and two of the military Delahayes were behind time, one and two days late respectively. Of the series F cars, the Egyptian Chosha, in a Lincoln, Barracco, the Italian Lancia driver, and Veglia with a Willys Jeep were all reported safely through Buta, and of the series S Gleisner,

the South African Ford V8 driver, and Buchmann, the Frenchman with a Ford V8, were also reported safely through the same control.

The section from Stanleyville to Costermansville proved too much for several competitors. The second military Delahaye in the C group gave up, followed by Gleisner's South African Ford, which was immobilized by a broken gear box. In the same group with Gleisner the Frenchman Desmazieres, in a Delahaye, was penalized for being a day late. His vehicle slid off the escarpment at Kabasha and fell into a ravine. Desmazieres and his son worked all night with unditching gear to get it back on the road, and continued with the bodywork severely damaged.

Racing Car Tax

IN the description of the 1951 Cooper 500 c.c. racing car in the January 12 issue, the car's selling price was given as free of purchase tax. This, while true in effect, is, strictly speaking, incorrect; the purchase tax must be paid on every car, but in the case of genuine racing cars which are purchased by bona fide private owners for use in competition the amount of the tax may afterwards be reclaimed.

Car Tax Tripled in U.S.

PLANS to find the money to pay for U.S. rearmament will have a powerful effect on the American motorists' budget when put into effect. Equivalent to purchase tax in Great Britain, U.S. cars will carry a 20 per cent tax—only 13 1/2 per cent less than the British rate.

Petrol is scheduled to carry twice the present tax rate of 1 1/2d per U.S. gallon and this is in addition to individual state taxes already levied. The New York tax is 4 1/2d, Louisiana is the highest at 8d and Missouri the lowest at 2 1/2d a gallon.

Geneva and Turin Shows

GENEVA will have its annual Show from March 8-18 this year and it is to be bigger than any forerunner. Exhibition space will total 170,000 sq ft compared with 156,000 in 1950.

Over 400 exhibitors from seven countries will take part in the Turin Show, from April 4 to 15. Great Britain takes the lead in car manufacturers, having 20 representatives against the 19 from America, 9 from Italy, 6 from France and 4 from Germany.

DEATH OF PROFESSOR PORSCHE

ONE of the leading figures of the German motor industry, Professor Ferdinand Porsche, died on January 30 at his home in Stuttgart. He was 75, and best known as the designer of the famous rear-engined Auto-Union racing car and Volkswagen. It is not so well known that he was also the originator of most of the outstanding German designs. The 2-litre Wanderer six and the once-famous 2-litre Mercedes racing car came off his drawing board and the later huge supercharged Mercedes engine embodied his ideas. For some time Porsche was chief designer of Austro-Daimler.

An Austrian by birth, Porsche started work at the age of 22 in a small enterprise at Vienna. His first product was an electrically propelled vehicle which aroused much interest at the Paris world exhibition of 1900. He later built the first "stream-

lined" car when working for Austro-Daimler and competed in various races. He won the first major race in Germany in 1909.

When the last war came to a close, Porsche was busy with perfecting his Volkswagen design in his private "laboratory" in Carinthia, Austria, and in 1948 moved to Stuttgart, there to produce the Porsche sports car in limited numbers (about 70 a month) ably assisted by his son, Ferdinand junior.

The death of the Professor is a heavy loss for the whole German industry and the modest old man will no doubt also be missed by quite a number of friends outside Austria and Germany. Various features of modern automobile design like torsion bar suspension and front suspension design will always be linked with his name.

MONTE CARLO RALLY

•

Congratulations to

MR. C. VARD

*who with his privately owned
and entered Mk V*

JAGUAR

made the

**BEST PERFORMANCE
BY A BRITISH CAR**

winning the

BARCLAYS BANK CUP

*and finishing third in General Classification
out of entire entry*

Also gaining the

ROYAL SCOTTISH AUTOMOBILE CLUB TROPHY

for the Best Performance from Glasgow

(Subject to Official Confirmation)

It pays to say



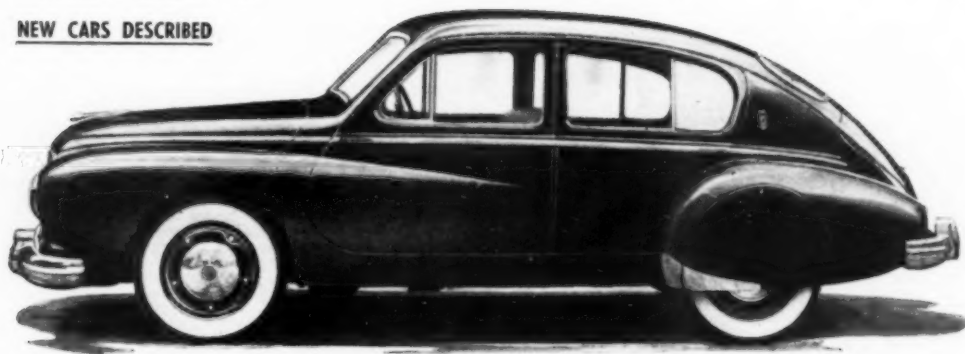
FOR ALL PETROLEUM PRODUCTS



ANGLO AMERICAN OIL COMPANY LIMITED

36 Queen Anne's Gate, London, S.W.1

NEW CARS DESCRIBED



As a four-light saloon the new Hotchkiss looks decidedly smart. The forward mounting of the flat-four engine can be gauged from the front wheel position. The wheels are simply rims with fixing lugs.

Light Alloy Hotchkiss

NEW 2.2-LITRE PROVIDES A LESSON IN WEIGHT SAVING

WEIGHT reduction has been the basis of most modifications in car design during the last decade. Undoubtedly the most striking manifestation of this has been the growing tendency towards the suppression of the chassis as a separate unit on which the body is mounted. This was first introduced on a big scale in 1934 by Citroën, and since then numerous other examples have appeared, both in England and on the Continent, where a one-piece all-metal body has the mechanical components mounted on it without the interposition of a chassis frame.

In these designs use was made of steel, as in the past, with a growing use of sheet steel to the exclusion of wood. In Europe, at any rate, it remained to J. A. Gregoire to pioneer the use of light alloys where ferrous materials had formerly been employed. This movement is not new, for just before the war the writer drove one of Gregoire's light alloy cars from Paris to Baghdad, across Northern Africa, the return being through the Balkans to London. This was a small car, and although the chassis was quite special, the engine was a normal type with iron cylinders, transmitting its power to the front wheels.

Gregoire and Hotchkiss.

Since then the Gregoire design has been taken up by Hotchkiss, and during the present year an entirely new full-sized five-passenger car, practically all light alloy, will be in the hands of users. It is difficult to make comparisons when dealing with car weights, for gross weight has no significance unless considered in conjunction with passenger-carrying capacity and performance.

The kerb weight of the new Hotchkiss is 2,376lb, or just over 21cwt. By whatever standards it is judged, this is a low weight. But it must be remembered that it is obtained with an engine of 2,200 c.c., a body having an internal width of 59in,

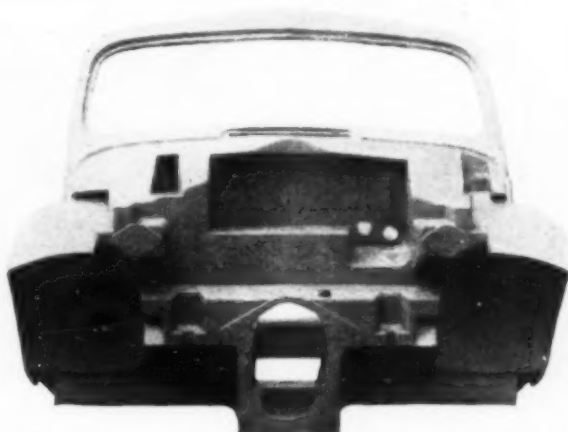
a wheelbase of 8ft 2in, and a car of which the maximum speed is given as 95 m.p.h.

This result has been attained by a combination of design and light alloys. Neither one nor the other, considered alone, would have given the result, and indeed to have substituted aluminium alloys where ferrous materials had formerly been used would have been contrary to good engineering practice. The Hotchkiss is not a chassisless construction, but the design of the chassis—that is, the frame to which the mechanical units are attached—has been modified so as to incorporate a part of the body, and support all the mechanical auxiliaries.

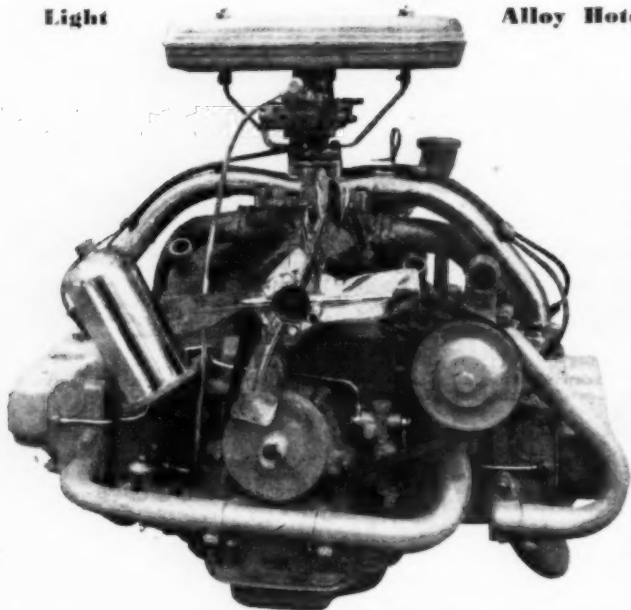
The most important element might possibly be described as the scuttle, although

in reality it is a bulkhead the full width of the car, comprising the wheel arches, the windscreen frame, and the forward door posts, and is designed to receive the engine, clutch and gear box, the steering and the front suspension, in fact the whole of the power and transmission units. A one-piece casting in Alpac, its weight is 121lb.

Everything is built around this bulkhead. Rearwards, two chassis frame members, each one in heat-treated Alpac, are bolted to it, the weight of each member being 20lb. The two are united by a steel tubular member—one of the very few places where steel is used. To the rear of these two main frame members there are two lighter frame members, also



Bulkhead structure of the Hotchkiss. All mechanical units are attached, and it also forms the basis of the body.

Light

united by a steel cross member. This constitutes the whole of the chassis-body carcass, in light alloy with the exception of the two tubes, and it weighs only 242lb.

The mechanical components are not mounted directly on the bulkhead, but this receives what the maker describes, for lack of a better expression, as the front axle. In reality there is no axle, the construction consisting of a central cradle in light alloy-heat-treated APM weighing 37lb, on which are mounted the rack and pinion steering, the upper and lower wishbones, the horizontal coil springs for suspension and the steering pivots. The entire unit is bolted to the bulkhead and weighs 220lb.

This central support receives the engine, clutch and gear box unit. The engine is a flat-four of 86 by 90 mm bore and stroke (2,200 c.c.) with water-cooled aluminium cylinders having iron liners, and a light alloy head carrying push-rod operated overhead valves. The power output is 70 b.h.p. at 4,000 r.p.m., with a compression ratio of 6.5 to 1. Weight reduction here is largely beyond the scope of the designer, for there are limits below which the clutch and gears cannot be dropped; however, the entire unit weighs 440lb, or practically 6.3lb per horse power.

Weight is naturally saved in the wheels, which are an aluminium spider, with an iron ring inset for the 12in brake drums, and five lugs to which the rim is attached. This effects an appreciable saving, for the spare wheel is merely a rim with a tyre mounted on it. As at the front, the rear wheels are independently sprung, and are carried on oscillating arms in heat-treated cast APM. Variable rate horizontal coil springs provide the suspension with hydraulic dampers and a transverse stabilizing bar in addition.

The first bodies produced are of wood frame construction with aluminium panelling throughout, the body weight

Alloy Hotchkiss : continued

being 880lb. There appears to be a possibility of a light alloy body frame, in place of wood, in the near future with, in consequence, a certain saving in weight under this heading.

Every designer finds himself up against a certain number of irreducibles—outside units which he must accept with weights which he cannot reduce. Those which most readily suggest themselves are battery, tyres, clutch, all the electrical equipment including dynamo and starting motor, glass, rubber mats, bumpers and brake gear, these constituting an important total of the whole. Public demand seems for more and more accessories and the designer is obliged to provide them, although they are directly contrary to the objective he has in view.

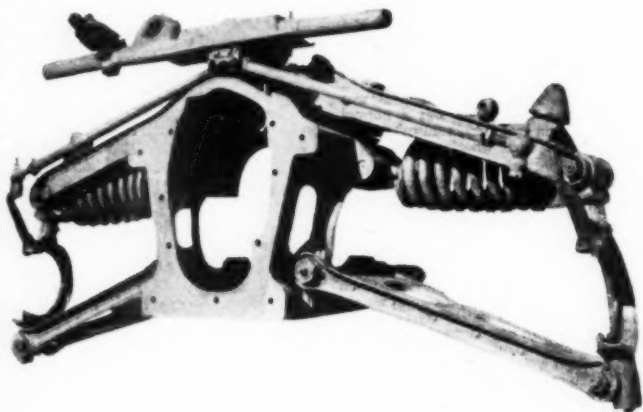
Passenger Comfort

Enough has been said to show that the Hotchkiss has not sought weight reduction at the expense of passenger comfort. The width of 59 inches at the front seat is equal to that of some of the biggest American cars and allows three persons abreast very comfortably. The width of the rear seat is slightly less, being 56in. The wheelbase is moderate, and the overall length is 14ft 9in.

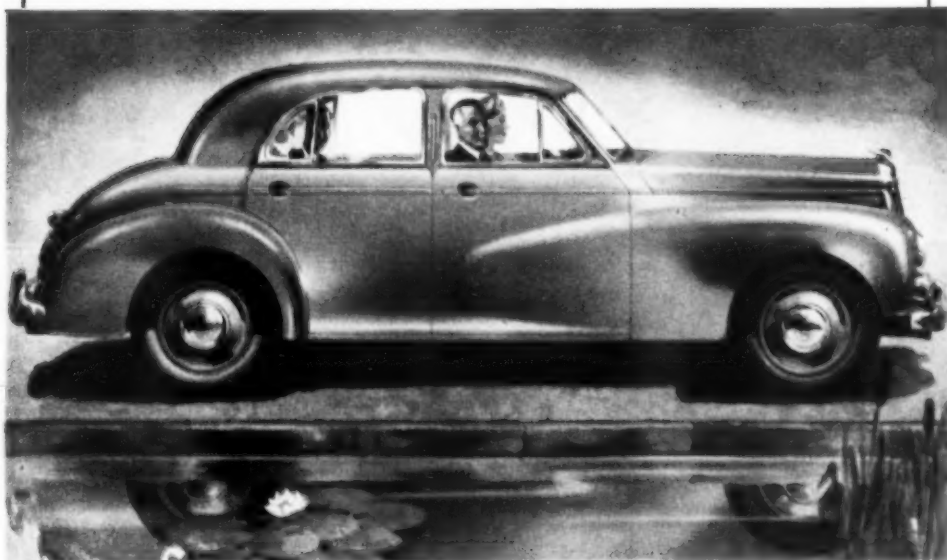
Without sacrificing passenger comfort in any way, streamlining has been given very close attention. The greater width of the front seat over the rear is explained by the desire to cut down head resistance. More important than maximum speed is economical operation at fairly high averages. Tests undertaken by the Automobile Club de France show that the petrol consumption is 31 to 33 miles to the gallon at a maintained average of practically 50 m.p.h., with full load. Acceleration figures are 47 m.p.h. in 12 sec, 60 m.p.h. in 18 sec, 71 m.p.h. in 28 sec, and 84 m.p.h. in 52 sec. There is no doubt that an overdrive fourth speed contributes to an important degree to economical operation, and this influence makes itself apparent more on Continental highways than on the slower English roads. The final gear ratio is 3.1 to 1, with 5.50 x 16in tyres.

The flat-four-cylinder 2.2-litre engine, unusual in that it is made of light alloy. Across the front are the pipe connections to the belt-driven water pump and on the left is an external oil filter. Mixture from the single downdraught carburettor impinges on an exhaust-heated hot spot before passing into the induction pipes.

Front "axle" member is this "horse-collar" central support, weighing 37lb, to which are attached engine, steering gear, wishbones and coil springs. The springs are in tension and the pivot points are arranged to provide a progressively stiffening resistance as the deflection increases.



Gracefully Modern-Distinctly Wolseley



The "Four Fifty" and "Six Eighty" are silent witnesses that, in the hands of Wolseley craftsmen, the modern motor car can be a thing of shapely beauty without the loss of an inch of space or a decimal point of performance.

"Four Fifty": £550

plus £113.1.0 Purchase Tax

"Six Eighty": £600

plus £133.4.4 Purchase Tax

WOLSELEY

WOLSELEY MOTORS LTD., COWLEY, OXFORD

Overseas business: Nuffield Exports Ltd., Oxford and 41, Piccadilly, London, W.1.
London Showrooms: Foster Watkins Ltd., 12, Bond Street, W.1.





THOROUGHBREDS...

A good English setter is known by its flat, silky coat, the featherings on its legs and the flags to its tail—a good car by its

LOCKHEED *hydraulic brakes*

THE SAFEST BRAKES IN THE WORLD

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA





The D.H. Comet has four turbo-jet engines. This is the way they work. Each engine draws in air by the spinning vanes of its COMPRESSOR. These raise the pressure of the air, forcing it into the ten COMBUSTION CHAMBERS. Here fuel is sprayed in by high-pressure pump and ignited. The heat of the burning fuel greatly expands the air, already under pressure, which consequently needs more room, and can only escape through the jet-pipe. The gases leave the engine — and because of the

tremendous forces of the reaction, the aircraft moves forward. The rush of gases has also to pass through the blades of the TURBINE wheel. This is on the same shaft as the COMPRESSOR, which is therefore continuously rotating, drawing in fresh supplies of air. All through the development of the jet engine, as Sir Frank Whittle has generously acknowledged, Shell research engineers have been part of the team. Aircraft designers know...motorists will know again...that you can be sure of Shell.

The Autocar ROAD TESTS



DATA FOR THE DRIVER

OLDSMOBILE 98

PRICE (at factory), with saloon body and Hydramatic transmission, \$3,696.94—£963 4s at \$2.80—£1. Not available in Great Britain.

ENGINE: 45 h.p. (R.A.C. rating), 8 cylinders, overhead valves, 95.25 x 87.31 mm, 4977.27 c.c. Brake Horse-power: 130 at 3,600 r.p.m. Compression Ratio: 6.64 to 1. Max. Torque: 253 lb ft at 1,800 r.p.m. 21 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT (running trim and 5 gallons fuel): 36 cwt 2 qr 16 lb (4079lb). Front wheels 55 per cent., rear wheels 45 per cent. LB per C.C.: 0.82. B.H.P. per TON: 71.5.

TYRE SIZE: 7.60 x 15in on bolt-on steel disc wheels.

TANK CAPACITY: 15 English gallons. Approximate fuel consumption range, 14-15 m.p.g. (18.8-20.2 litres per 100 km).

TURNING CIRCLE: 42 ft 0 in (L and R). Steering wheel movement from lock to lock: 4½ turns. LIGHTING SET: 6-volt.

MAIN DIMENSIONS: Wheelbase, 10 ft 2 in. Track, 4 ft 11 in (front); 5 ft 1½ in (rear). Overall length, 17 ft 5 in; width, 6 ft 8 in; height, 5 ft 4 in. Minimum Ground Clearance: 8½ in.

Overall gear ratios	ACCELERATION From steady m.p.h. of		
	10-30 sec	30-40 sec	30-50 sec
3.9 to 1	—	8.0 (top)	8.5 (top)
5.85 to 1	5.5 (Dr. range)	5.7 (Dr. range)	6.7 (Dr. range)
10.28 to 1	4.0 (Low range)	6.0 (Low range)	—
15.19 to 1	—	—	—

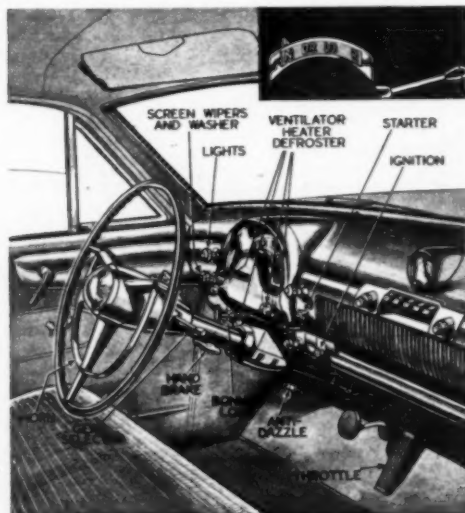
From rest through gears to:—		
sec	sec	sec
30 m.p.h. 5.7	60 m.p.h. 16.0	—
50 m.p.h. 11.8	70 m.p.h. 22.0	—
—	80 m.p.h. 31.3	—

SPEEDS ON GEARS:		
(by Electric Speedometer)	M.p.h. (Max)	K.p.h. (Max)
1st	—	—
2nd	26	42
3rd	56	90
Top	90	145

Speedometer correction by Electric Speedometer:—	
Car Speedometer	Electric Speedometer m.p.h.
10	8.0
20	18.0
30	26.5
40	35.0
50	44.0
60	53.0
70	62.5
80	71.6
90	80.0
95	83.0

WEATHER: Dry, cold; wind negligible.

Acceleration figures are the means of several runs in opposite directions.



Low overall height is a prominent impression, and is typical of the current American tendency. British semaphore traffic signals have been fitted for use in G.B. The wind-screen is markedly curved and without a central dividing strip.

No. 1420. OLDSMOBILE 98 SALOON

IN hardly more than a year the overhead valve V-eight engine known as the Rocket, developed by General Motors and put in the Oldsmobile, has achieved what may be called a certain fame, which is unusual nowadays for a power unit considered individually. Quite apart from propaganda accompanying its introduction it was obvious from the hard, practical point of view when this engine first became known that its power output and torque characteristics would give exceptional performance results.

Its 4.9 litres develop 130 b.h.p. (135 b.h.p. on a higher compression ratio used where premium fuels are available) at the moderate figure of 3,600 r.p.m. With the Hydramatic automatic transmission and fluid coupling as optional equipment, the eight-cylinder Oldsmobile becomes one of the more interesting current American cars, even though the Hydramatic was the earliest manifestation from General Motors of a breakaway towards automatic transmissions and now the Dynaflo system, as used on the Buick, represents a later G.M. version.

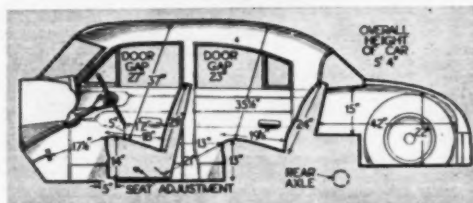
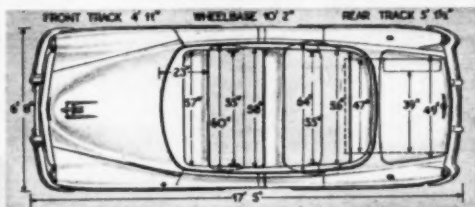
The Oldsmobile sampled—by arrangement with Lex Garages, Ltd., 2, Lexington Street, London, W.1—is the 98 model, which differs from the 88, also with the Rocket engine, chiefly in having a wheelbase of 122 inches as compared with 119½ in. The 98 is a car of very considerable size by European standards, having an overall length exceeding 17ft, yet it is moderately priced in the U.S.A., and in the range of cars which the vast General Motors organization produces through its separate divisions there are two more expensive cars, namely Buick and Cadillac.

In congested city conditions and on the lorry-infested fringe of London roads a car of these dimensions is apt to seem somewhat out of scale, but when it is given breathing space, so to speak, even in this country it is able to show great advantages from its acceleration powers, and traffic handling problems arising from its size are minimized by two-pedal control. Its performance is vivid in spite of a running trim weight exceeding 36½ cwt. Cruising speed is about as much as the road allows, up to a genuine 90 m.p.h., and it is interesting to reflect that, because of state speed limits, a very large proportion of American owners are unable themselves to think in terms of high speed.

The appeal of such a car lies first in the spaciousness and comfort of the body, which will seat at least six people with ample width and leg room, and, secondly, in the ability of its powerful modern engine to get the car really briskly away from rest in silky smoothness and to take it up to a 60 to 70 m.p.h. cruising range in a very short distance. The brilliance of the acceleration is underlined by the accompanying data, wherein it will be seen that the absence of an

ROAD TEST: continued

Glass area is considerable in spite of the four-window body style, as the rear window is extended to provide, in effect, quarter lights. Parking lights have been added on the rear wings.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

ordinary gear lever and clutch, and the interposition of a fluid coupling, are no handicap when there is ample power, as in this instance, to accelerating with a celerity usually considered to be the province of machines with a sporting flavour. Admittedly the Oldsmobile uses nearly five litres of engine to attain these results. The engine is remarkably quiet, from a tick-over at which it is almost inaudible, right up to the highest speeds on third and top gears, where also it still remains free from mechanical fuss.

It is found that familiar journeys, both short and long, are covered in shorter times than is one's average. Relatively very little distance indeed is required in which to reach a genuine 80 m.p.h. and had there been still more distance available for maximum speed performance it is highly probable that above the genuine 90 m.p.h. figure would have been seen, for what that is worth. Sheer maximum, one feels, is purely an incidental here of great power.

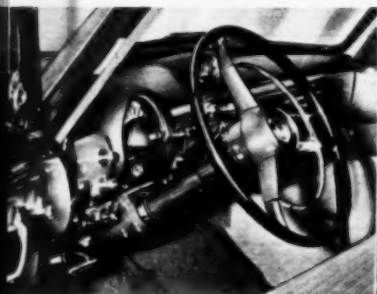
As to the handling of a car with this very high performance, the suspension, as would be expected, is soft and there is a good deal of roll when fast tactics are employed on the average English road. One remembers that in its own country the majority of main roads are to a very different plan. The degree of roll permitted certainly provides an

immediate indication to the driver of what he can do with the car in fast cornering, and the comment having been made that there is more roll than the average British motorist likes, or is accustomed to, the subject can be dismissed, for the Oldsmobile can be taken quite fast round bends, as is necessary if a good average is to be maintained on the British type of road. Additionally, a good sense of balance is experienced through the very low geared steering. The steering is light from the lowest speeds and for manoeuvring, but never vague feeling, and there is no need to "steer on the straight." There is strong castor action, and except that, for correction purposes in emergency, obviously such a steering could not respond as quickly as may be desirable—or essential—it can be put down as very good steering indeed for a quite large car.

In addition to the coil spring independent front wheel suspension, the rear suspension is also by coil springs in conjunction with a normal axle. There is a certain degree of float or bounce, even on quite good roads, but this is never of considerable amplitude. There can be no doubt of the degree of luxurious comfort for all occupants provided by this suspension.

Naturally the behaviour of the Hydramatic four-speed

Nylon loose covers were fitted over the cloth upholstery. The back seat cushion is noticeably low in relation to the floor and has a central folding armrest.



All minor control knobs are chromium plated. The arc-type speedometer (shown close up in the view above) and other instruments, including ammeter and oil pressure gauge, are seen by the driver through the steering wheel. An electrically wound clock is mounted centrally. The doors have check devices to hold them at the fully open position.



planetary transmission is of special interest. It is of the greatest possible value in town traffic and, as already indicated, shows up well in obtaining full throttle acceleration. Seen through the steering wheel is the now conventional—by American standards—pointer moving over a quadrant and controlled by a lever of convenient length to the right hand. From left to right the quadrant has the positions, Neutral, Drive, Low and Reverse.

The great majority of all ordinary driving is covered by the Drive range, including dense city traffic and, as experienced in *The Autocar Road Test*, climbing with power in hand a gradient of the severity of approximately 1 in 6 (16½ per cent). With the Drive range selected the car starts from rest on second gear and, depending upon the loading applied by road conditions and throttle opening, the change up is automatically effected to third and through to top. If the throttle pedal is held fully depressed from a standing start on level ground, the change from second to third comes at 26 m.p.h. and from third to top at 56 m.p.h., true speed in both instances. The corresponding readings on the car's optimistic speedometer were appreciably higher.

Low gear range exists almost wholly for emergency purposes, such as climbing an extreme gradient with heavy load after a baulk. Within the range represented by this position of the selector pointer, first and second gears are available, with again automatic change up from first to second, according to throttle position. Another important function of this range is to provide engine braking. At any speed the pointer can be moved to Low, but this gear range will



Real luggage space can be provided in a car of the Oldsmobile's track dimensions, in spite of the presence of the spare wheel in the compartment. The lid is released only by use of the key.

not be introduced until the car speed drops to approximately an actual 37 m.p.h.

Below approximately 56 m.p.h. true speed third gear can be engaged for additional acceleration by kicking down on the throttle pedal. This action involves a fairly pronounced jerk as the gear takes up and is the least liked feature of the transmission, which otherwise is entirely smooth in operation. When standing in traffic or at lights a slight tendency to creep has to be checked with the brake pedal; there is no need to use the hand brake when waiting briefly on an up gradient. It is also noticed that when movement by a few inches at a time is required, as when manoeuvring, there is a slight tendency for the drive to take up with a mild delayed action snatch, though those are purely relative terms applied to a mechanism—considering engine and transmission as a whole—that displays extremely high standards of refinement.

The hydraulically operated brakes have good power, though this was subject to fairly marked temporary fading under moderately severe use. Left foot braking, which probably will eventually become accepted as two-pedal control establishes itself, is not encouraged on the Oldsmobile by the position or shape of the brake pedal.

The driving position promotes confidence, the driver being placed sufficiently high and, although in the left-hand drive car that was tested he could not see the right-hand wing and naturally was conscious of considerable overall width, the exact dimension being 6ft 8in, the general feeling of command afforded after a few miles is high. The great



The broad expanse of bonnet is relieved by the modernistic emblem, and the car tested has been anglicized by its British registration plates, fitting a little oddly into the space intended for a U.S. licence plate, and by the A.A. and R.A.C. badges. The grilles beneath the main lamps are air entries for the ventilation and heating system.

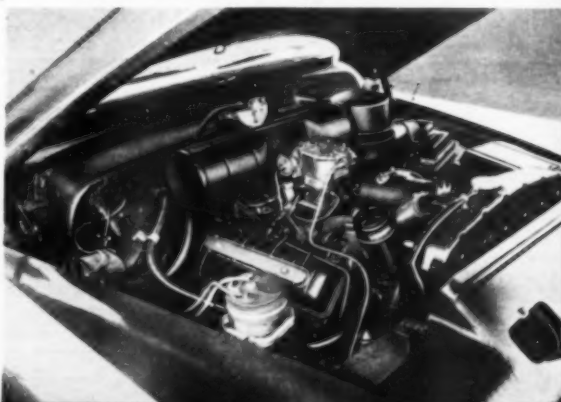
width of the curved windscreen gives exceptional lateral vision at junctions and very largely cancels out the screen pillars as obstructions.

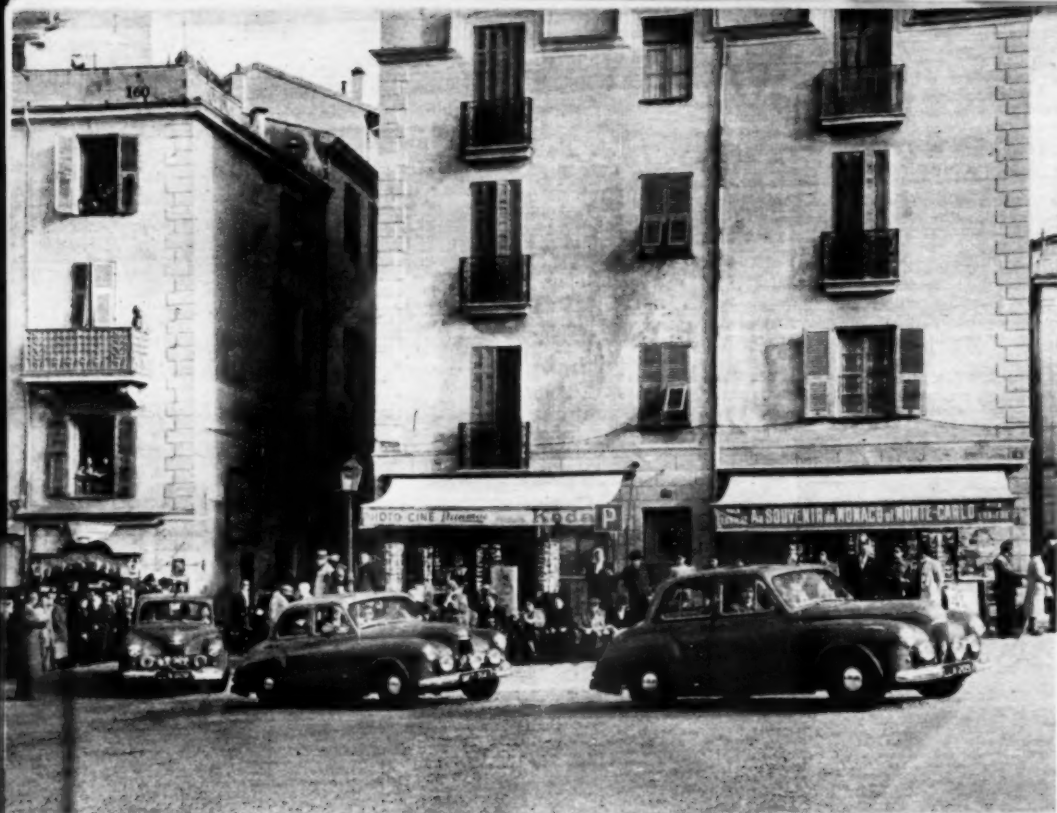
Good support is given by the back rest of the one-piece front seat and the cushion does not interfere with leg movement. Four drivers during one day, of appreciably varying personal dimensions, all found themselves suited by the same setting of the driving seat, which is particularly easy to adjust in fine graduations. The twist and pull hand brake control does not rank high for convenience or nicety of the release action.

Equipment includes a good many items that, on the American system, are listed as extras, making up a comprehensively equipped car. Noteworthy is a most efficient heating and demisting installation taking in fresh air from the front and being capable in England on a 40-deg F evening of causing even rear seat passengers to open windows, such is its efficiency. Demisting proved efficient, too, and the silence of the circulating fan is noteworthy. Ventilation arrangements are also well done, with hinged, handle controlled glass panels in the forward doors and in the rear quarters, locked by tiny bolts against outside interference.

There is a host of small detail that is of interest as denoting the American approach, such as, for instance, the fact that both the forward doors are lockable by key and both can be slam locked without use of the key. The speed of the suction-operated screenwiper blades can be varied to suit conditions; they are quiet in action and do not "dry up" at full throttle. The view given by the driving mirror is not comprehensive; the glass is smoked to minimize dazzle at night from behind. Instrument lighting can be adjusted to taste by a rheostat switch. More head lamp power is desirable in countries without a general speed limit if full use is to be made at night of so potent a car. Luggage space is enormous.

Neat as a whole, the V-eight Rocket engine has its main auxiliaries accessible. The cylindrical container nearest the camera supplies water for the windscreen spray, operated in conjunction with the vacuum-driven wipers.





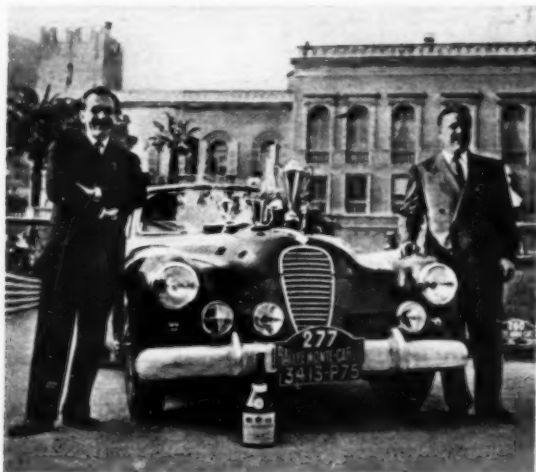
Parading through the streets of the old town of Monaco to the prize-giving ceremony: The team of Humber Hawks which was awarded a special prize in the Concours, as well as the trophy for the best radio installation. The cars were able to keep in touch throughout the rally by their Marconi V.H.F. intercommunication radio sets.

MONTE CARLO RALLY

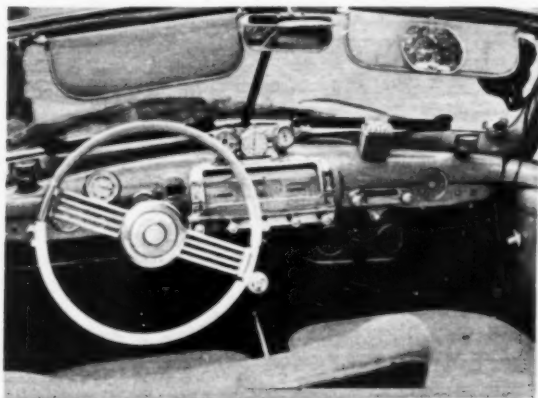
The Concours d'Elégance and Parade



Winner of the Grand Prix d'Honneur in the Concours de Confort for the third year in succession: W. M. Couper (left) with his beautifully equipped Bentley. (Left) The Bentley's cockpit, including the ciné-camera mounted in a special sling on the passenger's side of the screen.

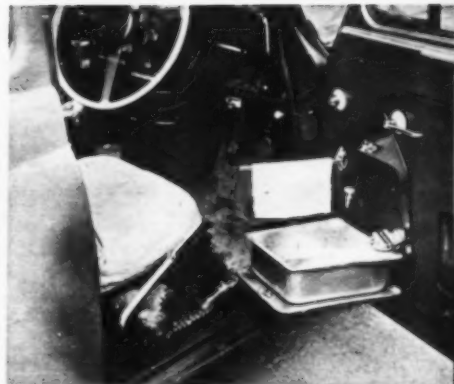


The victorious Delahaye with its load of coveted trophies—especially the fagon of Courvoisier in front of the bumper—and its proud crew. On the right Jean Trevoux, who has now won the rally four times, an outstanding feat; on the left his co-driver, R. Crovetto.



The imposing array of instruments, and other aids to comfort and navigation, fitted to the fascia of the Simca entered by the Portuguese brothers, J. and A. Grace.

Winners of the coveted Coupe des Dames: Mme. Hustinx (on right) and co-driver Mme. François Sigrand.



Some special features of M. B. Anderson's Hillman Minx, winner of the principal Concours award for cars in Class 2 for the third year in succession. The fitted washbowl, with h. and c., soap and towel, in the driver's door—



—the hinged front grille, operated from inside the car, exposing the special road and fog lamps—

—and the tray of spare parts in clips, mounted inside the front of the bonnet.





Three-quarter view of the Chrysler New Yorker Newport model, showing slender screen pillars and large rear glass area, and the new Chrysler front end treatment (right), with grille extending across the entire front of the car.

Performance Chryslers

180 B.H.P. V-EIGHT ENGINE : SERVO-ASSISTED STEERING

A V-EIGHT engine, with hemispherical combustion chambers and inclined valves, developing 180 b.h.p. on a 7.5 to 1 compression ratio, mounted in a 131½ in wheelbase chassis, with servo-assisted steering giving 3½ turns from lock to lock: No, not the specification for a super-sports car, but some of the features included in the new Chrysler models for 1951. Four ranges of models are listed, of which the New Yorker and Imperial are fitted with the new engine. The Windsor and Windsor De Luxe ranges retain the 116 b.h.p. six-cylinder engine.

The body has been restyled to give the impression of length and width as opposed to height. The trend towards improved visibility is quite marked on the Newport

model in the New Yorker range, for example, where the forward screen pillars have been reduced to a minimum and the rear window extended almost far enough round to form rear quarter-lights. The general lowering of the grille and bonnet has improved the forward view, although it does seem that blending the former into the front wings would make replacement, in the event of an accidental bump, a rather costly process. The chrome waistline side strips may be purely ornamental; on the other hand, if they are intended to be functional, they should extend farther back to protect the door from scratches when it is opened in a confined space. Protection at the rear end of the vehicle seems to be quite good, with a wrap-round bumper, a strip at the



top of the wheel arch, and, above all, wing panels that are not part of the main rear body pressing.

In spite of the new engine, automatic transmission and disc brakes, technical interest is focused on the servo-assisted steering, allowing a substantial reduction in the number of turns from lock to lock, and yet still retaining the lightness associated with American layouts.

With the option of such colour schemes as "transparent gun metal and polished aluminium" or "transparent black and Richlow brass," the instrument panel has been modified, the instruments being grouped in a semi-circular pressing around the steering column. Controls and switches are mounted to the right of the dials.

Plymouth Sixes : CAMBRIDGE TO BELVEDERE VIA CRANBROOK

IN the lower priced category, the Plymouth division of Chrysler is at present producing seven models:—A four-door saloon known as the Cambridge; the Cranbrook series consisting of a four-door saloon, a coupé and a convertible; and the Concord series—a two-door saloon, a three-seater coupé and an all-metal utility. A special coupé to be known as the Belvedere will be available later.

All the models are powered by a six-cylinder engine running on a 7 to 1 compression ratio and developing 97 b.h.p.—moderate judged by present American standards. Points of mechanical interest include the adoption of a cooling system that becomes pressurized under high-temperature driving conditions, although working at atmospheric pressure normally. The new by-pass system provides improved water circulation during the warming-up period. The general tendency to increase the demands made on the bat-

tery for the operation of accessories has been met by increasing the dynamo output by 5 amperes to its present rating of 45 amperes. The windscreen wipers are now electrically operated and self-parking.

The glass area in the rear window of the Plymouth range has been increased, although not to such an extent as on the Chrysler. The tendency to combine the radiator grille with the front bumper is again evident with the Plymouth; this in a country where the function of a bumper is protective, rather than ornamental, is difficult to understand. No matter how

"massive" the grille may be, unless it is mounted on a structural member of the vehicle, rather than on the front panels, its protective value will not be very great. However, rear end protection seems to be very good, with rear wing treatment similar to that of the Chrysler range.

The interior is styled with the accent on light and space; the head room in the rear seats, for example, is extremely good. Forward vision has been improved by an increase in windscreen width. Generally speaking, Plymouth have produced a car with good clean lines on what is, after all, one of America's smaller cars.



In the Plymouth Cranbrook four-door saloon forward vision has been increased by reducing the width of the screen pillars.

Guardi's "Santa Maria della Salute" is one of the great paintings of the Venetian School. It hangs in the National Gallery and is reproduced here by permission of the Trustees.



Both art and craftsmanship,
when they reach their highest expression,
enrich the age to which they belong.

ROLLS-ROYCE

THE BEST CAR IN THE WORLD



Individuality



THE NEW ALVIS
Three Litre is a notable
contribution to gracious
motoring. It combines a
design and performance
ahead of its time, with
the individual appearance
which has always
characterised an ALVIS
car.



The New Alvis Three Litre

ALVIS LIMITED

COVENTRY

ENGLAND

WITCHERY of the WYE

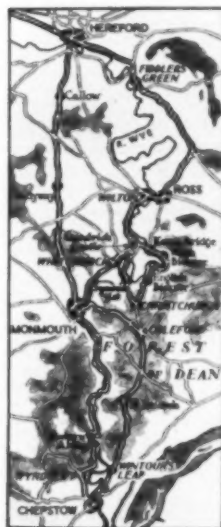
by G. Douglas Bolton



Monmouth's fortified bridge-gate



Between Pant Mawr and Llangurig the Wye Valley grows less mountainous and more pastoral.



A TOUR THAT FOLLOWS THE RIVER FROM PLYNLIMON TO THE BRISTOL CHANNEL

AMONG Britain's most popular touring areas, the Wye Valley must come near the top of the list. Our country is noted for the diversity of its scenery, but Nature has made a special effort with the Wye Valley, the attractions of which increase from source to estuary. This is unusual. Many rivers become dull and tiresome on their final stages, but the Wye grows from strength to strength during its adventurous course of 130 miles. But do not try to cover the Wye Valley in a day. It might be possible but would result only in a bewildering array of beautiful scenes flashing past, unappreciated yet tantalizing.

The source of the Wye is found in the squat bulk of Plynlimon (2,469ft) not far from the source of the Severn, and it is a typical mountain stream as it splashes and gurgles down to the Afon Tarenig. I obtained my first glimpse from a road bridge about half a mile west of Pant Mawr. Although 1,043ft above sea level I was surrounded by great hills whose remote reaches concealed some of the wildest and bleakest country in Wales. As I drove towards Llangurig the scene became more pastoral in character, with wooded hills and scattered farms. I drifted downwards to Rhayader, a quiet and restful market town where I obtained accommodation preparatory to an exploration of the Elan Valley.

The Afon Elan is a tributary of the Wye which it joins

near Rhayader, and the Elan Valley is remarkable for the series of reservoirs belonging to the Birmingham Corporation Waterworks. Despite the artificiality of such man-made scenery, there is something quite magnificent about this chain of reservoirs, which I consider the most picturesque in Britain. A narrow and mildly adventurous road with an excellent surface leads to the head of the farthest reservoir.

It was a glorious evening for my visit and I lost no time in driving to the Caban-Coch Reservoir and winding round to the Careg-Ddu Reservoir. I was careful not to cross the viaduct between the two lakes as this would have involved a lengthy cul-de-sac. The road climbed to a height of 941ft and I soon had an impressive view of the great northward sweep of the lake. The scenery becomes very striking beyond the head of the Careg-Ddu, where the valley becomes narrow and wooded. The Elan is crossed by a narrow bridge at the foot of the huge dam of the Pen-y-Gareg Reservoir. This dam is 528ft across and 123ft in height and the road winds to the top by quite diverting hairpin bends. The surplus water from Pen-y-Gareg flows over this dam in a man-made waterfall most impressive when there is any force of water.

As I continued beside Pen-y-Gareg towards the 120ft dam of Craig-Goch Reservoir, I became very conscious of the

WITCHERY OF THE WYE continued



There is another superb view over the Wye, with the Severn estuary in the background, from Wyndcliff.

loneliness of the scene. This feeling became stronger as I halted at the bridge across the dam and looked towards the head of the Craig-Goch Reservoir, completely surrounded by hills which looked bleak and inhospitable even on this finest of evenings. The waters of Craig-Goch pour down the face of the dam, forming a fitting foreground to the extensive view back to Pen-y-Gareg. There is a track from the head of Craig-Goch direct to Rhayader, but I preferred to return by the same route and enjoy the views in retrospect.

Beyond Rhayader the Wye increases in dignity and, approaching Newbridge-on-Wye, at a point near Ystrad, the river tries to follow a course as straight as the main road. I made a slight deviation from Newbridge in order to visit Llandrindod Wells, a flourishing spa which one might call the Harrogate of Wales. Even if you are not partial to the waters the profusion of hotels and boarding houses might solve the accommodation problem if you should visit the Wye Valley at the height of the touring season. I rejoined the river at Builth Wells.

Shortly before reaching Three Cocks, where there is a famous inn, I turned off to see Bronllys Castle, which I found to be a tall, circular tower covered with ivy and surrounded by trees—a gloomy, haunted-looking spot. I returned to Three Cocks and Glasbury and pushed on to Hay. The Wye was now becoming sleek and luscious, like the salmon for which it is famous. An interesting by-road brought me to Bredwardine, where the river is crossed by a substantial and picturesque old bridge giving good views both upstream and downstream. I was now in England and the river was gradually assuming a more placid character, although distant views of the Black Mountains were a reminder of the country I was leaving.

Hereford is one of the most attractive county towns I have ever visited, but on this occasion the whole of the centre of the town was occupied by a fair, and every time I tried to get to my hotel I was pushed back by the police and lots of horrid little notices promising a £2 fine if one tried to creep in by a back street. After much delay I found a permissible route to the Castle Pool Hotel, a quiet and comfortable hotel overlooking a sheet of water called the Castle Pool. I like Hereford. It has a fine cathedral dating from the 11th century, a decorative black and white building called the Old House, built in 1621, and the Wye Bridge guarding the southern approach to the town. There are riverside walks, good boating, lots of gardens, cafés and cinemas, good shops, and even a theatre; in short, all the

amenities of civilization, and magnificent country all around. I made Hereford my base for the remainder of the Wye Valley.

Most rivers having come thus far would feel they had done enough in the way of scenery and content themselves with meandering placidly down to the sea. Not so the Wye after Hereford. Apart from such attractions as Chepstow, Monmouth, the Forest of Dean, Tintern Abbey and Ross-on-Wye, there are three famous viewpoints which are not too easy to find but which must on no account be missed. The Yat Rock, Wyndcliff, and Wintour's Leap provide three of the finest views I have seen in the whole of Britain.

Down River

But there was nothing spectacular about the Wye at first as I drove south-east to Fiddlers Green and Wye View. Green fields, hedges, fine Hereford cattle, lambs and may-blossom were features of the rich pastoral country. It was a fine, bright morning and I found Wyedale quite delightful. Rose-on-Wye was full of bustling activity. There appeared to be an auction and bedroom furniture, chairs, settees, mattresses, pictures and books were scattered along the roadside looking singularly out of place.

I admired the view of Ross from the Elizabethan bridge at Wilton. My next objective, Goodrich Castle, a Norman ruin in an impressive situation, is well worth a visit. I had some difficulty in finding the right lane leading to Kerne Bridge. The Wye here enters a wooded ravine, with Welsh Bicknor on one side and English Bicknor on the other. The approach to the latter is via Kerne Bridge and the road to the former is a cul de sac; yet the two roads get quite tangled at the start. Beyond Kerne Bridge the river makes a tremendous loop and the counties of Hereford, Monmouth and Gloucester make a great fight for possession. I soon found myself opposite Welsh Bicknor across the river, and then followed a steep climb to English Bicknor beyond where I entered the northern fringe of the Forest of Dean. I found a particularly fine view of the forest near Christchurch.

My route now almost doubled on its tracks and I followed a northbound lane in search of Symonds Yat. This is by far the best approach to the Yat Rock, because you arrive near the top where there is a car park and a cosy cottage where you can get a meal.

After a very late lunch I walked down the hill a short

distance and then followed a path through some trees to the Yat Rock, which commands one of the most publicized views in England. Although nearly everyone has seen pictures of this view, it may come as a surprise to emerge suddenly near the edge of a rock with the river several hundred feet almost directly beneath. This airy spot is no place to dance in careless rapture, but the views are every bit as good as they are reputed to be. The Wye follows a wayward course two miles to the north and then changes its mind and comes all the way back to the far side of Yat Rock. Despite a rather cloudy, overcast day, I found the view quite breathtaking.

Beyond Monmouth

I rejoined the road and descended Huntsham Hill northwards to Huntsham Bridge. This part of the route is very narrow and the hill is quite steep. In some places it is impossible to pass oncoming traffic and careful reversing may be needed. But there is nothing to cause any real trouble and once across Huntsham Bridge you are back at Goodrich midway between Ross and Monmouth.

My route now became somewhat involved. I was determined to reach Wintour's Leap via the Forest of Dean. After visiting the unique fortified gateway standing on the old Monnow Bridge, I left Monmouth by the Wye Bridge and climbed to Staunton, Coleford and St. Briavels. This is a curiously interesting district. Large tracts of this Royal Forest are still left, but coal and iron mines combined with wood-cutting do little to improve the scene. There is much local lore about the foresters, miners and squatters, and Verderers courts are still held in the Speech House, now a hotel between Cinderford and Coleford.

Wintour's Leap is not easy to find although you pass within ten yards of it! Just beyond Dannelhill I halted to admire the view across the Bristol Channel towards the hills of Somerset. But I searched in vain for Wintour's Leap. After asking several people I was at length directed to a

wall on the roadside. I looked over the wall straight down a sheer precipice with a great loop of the river directly beneath. The Wye was tidal at this point and I gazed on sinister mud-banks about 300ft below. The wall gave way to a hedge a little lower down the road. I found an opening in the hedge and came out on to the edge of a line of cliffs with a sheer drop to the river. This was Wintour's Leap. If you are nervous of heights keep away from here. As I looked down to a barge half submerged in the mud, a shaft of sunlight suddenly transformed the drab mudbanks into a mother-of-pearl magic, making a fine subject for my camera.

I entered Chepstow by an old bridge giving a quite wonderful view of the Castle. My next objective was Wyndcliff, just beyond St. Arvans. This hill, 970ft above the Wye, can be partially climbed by car, but the last half must be ascended on foot. I found this a dull climb as the path is hidden in a wood and seems interminable. The view from the top is seen from a rocky platform at the edge of a lofty cliff, but a notice indicated that this was now unsafe. As I could find no other viewpoint, owing to overhanging trees, I cautiously crept to this exposed situation, hastily took my photograph, and scrambled back. The view of the Wye and the Severn estuary leading to the Bristol Channel is superb—but I was glad to get back to safety.

I rejoined the main road and continued to the beautifully situated 12th-century Tintern Abbey. This Cistercian Abbey is one of the finest in the country, having excellent proportions and rich ornamentation. Tintern Parva has a most beautiful situation on the edge of the Wye.

The last stage of my journey followed the course of the river all the way to Monmouth and its unspoiled beauty made a fitting conclusion to one of the most consistently picturesque tours I have ever made. The Wye Valley cannot be overrated and there is indeed something of witchery in its breathtaking changes.

Sunlight transforms the mudbanks of the Wye, seen from Wintour's Leap. The lower Wye has a great rise and fall of tide.





A LITTLE ABOUT *Racing Driving*

ADVICE FROM EXPERIENCE : PART I

by S. C. H. Davis

EXPLAINING the difference between the way to drive a racing car and just everyday good driving is anything but easy. One of the principal differences is that the road which forms the racing circuit is absolutely clear of traffic other than racing cars proceeding in your direction; otherwise unfettered high speed would be impossible. True, it was not always so; equally true that there are some races even today in which you are only too likely to meet highly excited enthusiasts driving in the direction opposite to the way the race is running. But it remains true to say that racing driving is impossible unless the guarded circuit is clear.

And that, it shall be bluntly said, may explain why frightful things happen to those wild men who, having just watched a race, endeavour to imitate the technique of the winner on the very much public roads.

Racing driving is just an extension of the methods of a really good driver going about his lawful business.

The ability to get a car round a course rather faster than the other man depends, I think, on three things: Exact judgment, accurate car placing, and the inner desire to go fast. Now the last may sound odd, but there is a subtle difference

between giving the impression (or even saying) that you want to drive very fast and the actual inner desire to do so. The difference is so great that it might be said that if ever a man loses the hidden feeling he might as well retire; drivers have been killed just because they tried to ignore the warning. To the three things mentioned I personally would add ability to handle a car fast as though it was a living thing. Cryptically put, I still think that it is essential not only to drive fast but also to finish.

This brings another side of the matter under discussion. All drivers who have any success come in contact with "publicity." Now if for one second you really believe the things that are said about you, not only are you lost but also you may drive with publicity chiefly in mind. Nothing can be more dangerous. But you are safe if you can preserve a sense of humour and realize that everything is transitory. Remember also that however good you may be on paper when the car wins, you will be described as "losing your grip" if you fail (although you may have driven better in the unsuccessful race than ever you did when you won).

You may feel that your "public" expect you to drive as a man possessed from the start. If you do you may provide a life-like imitation of Vesuvius in eruption, which announces to a delighted world that you have "blown the car up."

There is no hard and fast rule for handling a car. Each driver has his own style. Some may change down after a corner, some before, but all that matters is the speed attained and its effect on the car.

It is wise to become thoroughly accustomed to the car before attempting to go fast. That was where Brooklands was so useful, for on that track one could work up to speed on the outer circuit and so "learn the car's language." All cars talk. They make certain noises, and have a certain rhythm that tells you all is well. Once accustomed to these, any alteration in the one, or break in the other is a certain sign of trouble. But you must know the signs that all is well if you are to recognize the symptoms of trouble.

Noise makes it difficult to think clearly until one is accustomed to the car; in the interim period a driver tends to hold the wheel too tightly and is not sufficiently relaxed to

A right-angled turn, says the author very sensibly, cannot be taken at speed. It is essentially a turn to be taken neatly and slowly, so that hard acceleration can be begun as soon as possible.



be at his best. Again that was why Brooklands was so useful. On the airfields now available the straights are not long enough, and there are too many corners requiring attention.

Once accustomed to the car the next thing to find out is how it handles, and this means fast cornering. Now very few races are won by taking corners faster than any other driver; in fact the car which wins usually has such superiority of speed that it can be taken round the curves with something in hand while the drivers of slower cars have to gain what they can in the worst possible places. Much, also, depends on the length of the race, for in a sprint you can let the machine slide freely with advantage whereas in a long race such tactics would lead to an early change of wheels because tyres would suffer. In other words, you have to use your head in this as in other things.

"Ranging" a Corner

Cornering seems simple, but is difficult. You take the car down fast to, say, a right-hand right angle. Accurate judgment, and accurate judgment alone, will tell you where to cut off, brake, and change to third or second. But you must note exactly where the cut-off point is because the odds are that you will find it is too far from the corner. Very well then; choose a point a little nearer on the next lap—some obvious feature beside the circuit, if one is available. Continue the process until you know you have reached the limit, which usually means nearly scaring yourself stiff. Then come back to a point that gives you a chance and stick to it. The process is not unlike ranging a gun on a target.

Now the whole plan will be upset if the braking force, or the revs at which you change down, vary during this practice. Obviously the brakes must not be applied with violence or the car will be all over the road. Obviously you want to use the brakes to the full, yet preserve their power



Hold the inside of the road after a corner, and then if adhesion is suddenly lost there is the rest of the road in which to correct the skid.

so that some is left for the remaining laps. That is where a driver who knows how to handle a machine scores over his rival who indulges in fire, flame, and fury.

Originally one applied the brake until the revs had fallen sufficiently for third gear, then released the brake in order to double-declutch, then applied the brake again and so on. By this method the car for frequent periods was not being braked. Therefore the heel-and-toe technique is necessary, by which you brake with the toe all the way but work the throttle pedal as requisite with the heel of the same foot, so bringing your braking nearer to the corner than before.

Again the method will differ according to the length of the race. For example, in a sprint the change down should be very quick indeed and at maximum permissible revs. But in a long race—since it is important to be as gentle as you can with the car—there is time to change more slowly and even to "feel" for the gear and change without using the

It is nice to see the massed stands, and it is right that the occupants should be given value for money. But it would be wrong to drive only with the thought of the impression made on the crowds in mind.



Racing Driving

— continued —

In double bends it sometimes pays to go a little wide in order to place the car advantageously for the subsequent bend. Tyre tracks in this picture show that drivers have gone wide (or slowly) into the first bend in order to keep well to the left for the second, while one or two tracks show where this has not happened.



clutch if there is no synchromesh, thereby saving the clutch withdrawal mechanism. Above all, the lower gear must be used at the correct revs, for much harm can result from over-revving on the overrun, easy as this is to do with most machines.

But an accurate cut-off and good braking are not the whole secret. The line the car takes is very important. When driving normally it is obviously quite wrong to trespass on the other fellow's side of the road; when racing, all the road is available, which makes all the difference. Therefore the car can be taken to the left verge as you go down to the turn postulated, for that gives a longer radius. Then you go over in an easy curve so that the rear right wheel comes within an inch or two of the apex of the corner, and some famous drivers insist that if a halfpenny were put on this spot the wheel of the car should pass over it every lap.

When the front wheels are past the turn, keep to the right half of the road; do not use all the width in which to go round. This sounds odd, but the danger point comes in just that portion of the right side of the road when the force of the car as it turns peaks on the left front wheel. A skid, if corrected, will take the tail outward as well, so that before you have time to think there is no room to do anything and you are off the road. Mind you, if a skid occurs the cornering speed can be condemned as too high for long-distance racing.

Rear Steering

If the skid is not corrected but *controlled* as the tail slides, the car may get round safely. This is a very pretty manoeuvre and very difficult, because all one's instinct is to correct at once. As the tail slides outwards it helps the car round, provided that the slide can be stopped exactly at the right moment. For this manoeuvre you have to react very quickly indeed.

If the skid *does* get out of hand because of too much counteraction it is the second slide that is usually hard to control in time.

Remember that a right-angle turn *cannot* be taken at high speed, no matter what people say. It is fundamentally a turn to be taken neatly but slowly, so that you can accelerate at the earliest possible moment, and it is on rapid acceleration that you score.

The car that has a high first gear scores because you can use it on this type of corner, although with it is all too easy to over-rev. The high first is no disadvantage when re-starting from the pit because the time which a lower gear would save is less than can be saved on the corner.

Once the cut-off point has been established in practice, never alter it during the race, although it may not be necessary to use the brakes so firmly or to go so fast, unless you get a "much faster" signal from the pits.

Curves of easier radius are much more interesting but the approach method is the same. When you have picked up the verge with one front wheel I think that you should stick to it like glue for exactly the same reason that you held to the right of the road after a right-angle. Here again, during a short race there is sometimes an advantage in allowing the tail to skid, controlling it but not counteracting it, and

the process can be assisted by using the throttle to make the engine pull the tail round. This needs that peculiar instinct, feeling, "hands"—call it what you will—that is the very essence of racing driving.

That is the odd thing about this type of instruction. You can tell a driver all about the cut-off point and so on, but there is no mathematical formula for very fast cornering because it depends on your being able to pull something extra out of the bag at exactly the right moment. Possibly it is explicable if one says that real cornering makes one feel as though driver and car are one in ideas as well as movements, and that one is not so much driving as willing the composite creation to do certain things a certain way. True, this is made up in part of the ability to feel that the car is exactly on its skidding point—that 0.002 of a mile an hour would mean a skid—but there is more to it even than that. Being able to see the front wheels low down near the ground helps towards accuracy, for in racing cornering you do not want to look ahead as in touring but right down at the position of the tyre on which much depends.

It helps, I think, to study corners seriously, for on some it may pay to go a little wide in order to place the car better for another and later turn. One can benefit from a walk round any corner that is a puzzle in order to study it at close range. But of all the puzzles a beginner can do, best of all, I think, is to follow an experienced driver round the circuit with a car of equal speed, for that will show him at once where he is losing ground, as the car can take the turns at the speed of the experienced driver. Going round in a two-seater driven by a good man can be useful, too, but to anyone in the mechanic's seat the speed at which fast corners can be taken when you know them can be quite shattering, and after at least one such attempt the "passenger" was found to have had his eyes tightly closed during the whole performance. If a corner frightens, ten to one the line is wrong.

Finally, remember that one of the most difficult things to do is to judge speed after slowing from very high speed. Many a driver has gone up a tree because he thought he was taking a right-angle at the end of a straight at 30 m.p.h. whereas the actual speed was fifty plus. Also many a pit has suffered because the driver thought he was cruising in at twenty and then found it was impossible to stop, and so rammed the car's brakes on in a last-moment frenzy. Again, the answer is to have these things taped up in practice by almost mathematical methods.


I have said that there is little to be gained by taking corners at their limit of speed, but if you can take a curve without cutting the engine most others cut it is money for old rope. It is up to you to decide what curves respond to this treatment, which is great fun. And this raises the point that some drivers use only two positions for the throttle, open or shut, whereas advantage can be gained by closing the throttle just a little where the rival closes his completely. This may be of great help in the acceleration after the turn. Further, some engines pick-up better if you do not slam the throttle full open but ease it forward as you feel the engine respond. And sometimes, also, a car will go faster on the straight if the throttle is not fully open.

To be concluded.

THE AUTOCAR, FEBRUARY 9, 1951

The Car of Character



 The Whitley saloon is a four-door, five-seater luxury British thoroughbred in every sense of the word. It combines the best of tradition with the finest of modern lines.

ARMSTRONG SIDDELEY

COVENTRY ENGLAND

Member of the Hawker Siddeley Group

SIR A.



Petrols Worth Awaiting





In the Lake District: Heath and dark conifers make a fitting foreground for the Langdale Pikes.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

MONTE CARLO RALLY

Lack of Liaison in Belgium?

[63111].—Hats off to the Glasgow starters in the Monte Carlo Rally for a Liège-Lille lap, on time, via Charleroi, a road through mile after mile of industrial districts and all the amenities they can offer at the busiest time of the day, with failing light.

One fails to understand how such a road was chosen; the industrial district might have been by-passed.

Besides, I am not aware of arrangements, if any, to warn local traffic to endeavour to keep out of the way. It is the first time Monte Carlo Rally competitors have driven from Lille to Liège; briefing the public would have been useful, yet there was not a word in the local papers. On January 23, I enquired at the Royal Automobile Club de Belgique and was told it was up to the competitors to choose the road from one control point to another; nothing was known of the decision of the Glasgow starters.

After I heard of the trouble experienced, I asked the Belgian road police what arrangements had been made. I was told that headquarters had not been informed. On previous Monte Carlo Rallies their help had been requested and readily given;

E A

they were sorry they had not been able to be of assistance. A lucky thing atmospheric conditions were good; it was the first day out of many on which the weather was fine.

In such conditions the performance of the Glasgow starters is an amazingly good one. It is likely it was not achieved without some drivers, excepting, of course, the Metropolitan Police team, exceeding at times the speed limit in built-up areas.

It is a great pity the competitors had unnecessary troubles and worries; a little planning and liaison work would have provided a more pleasant and safer run.

Suarée, Belgium.

ALBERT DE DORLODOT.

REVERSING

Service Training Recommendation

[63112].—It might interest Mr. H. S. Whitehouse [63083] to learn that the recognized method of instruction in the Services during the war was to reverse down the right-hand side of the minor road (as seen from the driving seat) for precisely the reasons which he puts forward, namely, that one thus reverses with the traffic flow in the minor road, and not against it.

Orpington, Kent.

EX-R.A.F. INSTRUCTOR (M.T.).

CRAMP

The Longs and Shorts of Driving Position

[63113].—I am six feet three inches tall and measure 28 inches overall from my back to my knee-cap, with a further 24 inches from the top of my knee to the sole of my foot when in the sitting position.

You may wonder why I send you details of my anatomy but I will explain by pointing out that I have been trying the driving seats of several new cars. My particular worry is that one day there will not be any pre-war models left and I may have to use one of the current types, in which case what do I do with my legs?

I find that I cannot sit in the driving seat of many of the new models without having to wrap my knees round the steering wheel in order to get my feet on to the pedals.

B

CORRESPONDENCE

continued

It seems absurd to me that whereas in pre-war days I could drive many of the popular 8 h.p. cars in reasonable comfort I cannot now expect the same amount of leg room in cars of 18 h.p. If the design teams responsible for modern interiors read these columns may I suggest that this letter is taken as a challenge for them to explain the current trend of making larger cars with less room in them? L. W. KILBOURNE.
Mickleover, Derbyshire.

YARCOMBE HILL

Dangerous Bends Being Modified

[63114].—Your correspondent [63084] will also be interested in the photograph heading "Westerly Week-end" (January 19) which is the other side of Yarcombe above the church on A30.

The "death trap" bends just out of the photograph are receiving extensive modification at the moment and should be completed in time for the summer traffic. L. V. PRESTON.
Chard, Somerset.

NIGHT LIGHTS

Necessary Until Speed Judgment is Accurate

[63115].—I wish to reply to letter [63085]. Until we young drivers are able to judge our speeds fairly accurately I consider it necessary to have the panel light on during night driving. When able to judge speed there is no reason to have it on. Lastly, I wish to claim the title of the youngest regular reader, being only 17.
Glasgow, E.2.

BRIAN A. IBERSON.

Temptation to Look at Instruments

[63116].—The comment that the older driver made to Mr. I. P. Ratcliff [63085] seems to have been a little off the track. Panel lights are a great advantage at night as long as they are not bright enough to be dazzling. However, a good driver should know instinctively the speed at which he is travelling without having recourse to his speedometer. In this respect it is obvious that the use of panel lights at night is detrimental as it constitutes an attraction for the inexperienced driver to look down at the instruments.

It seems that the best course for Mr. Ratcliff to adopt would be for him to get used to the feel of the car, in daylight, at 30 m.p.h., and then to run at night with the panel lights turned out for a short period. They could then be switched on, and he could ascertain the speed at which he had been travelling.

Congratulations to the staff of *The Autocar* on the production of an excellent journal. LIONEL H. COHEN.
London, N.W.11.

—And a Point About Anti-dazzle

[63117].—Your correspondent [63085] should use his own discretion regarding the panel light as conditions and requirements vary, and I would advise him to ignore the superior being who told him that good drivers never use them.

My bone of contention is the growing tendency to drive on parking lights only. I have been driving cars, coaches and heavies for a long, long time, but I defy some of these light-shy gentry to see safely under conditions on some roads and under some of the weather conditions we have had lately. It is time legislation was introduced to stop this dangerous practice, as not only oncoming traffic is affected but pedestrians are in a definite danger as the two sidelights can be mistaken for two cyclists. LEWIS W. TUTE.
Bollington, Cheshire.

Old-type Illumination Preferred

[63118].—It may interest your correspondent [63085] to know that, as a driver for over thirty-one years, I always drive at night with an illuminated instrument panel with no inconvenience or danger. My night mileage runs into hundreds of thousands of miles. I have, however, with every car I owned with instruments lighted from the back or the side, disconnected these panel lights and installed the old-type Lucas tubular dash lamps, using the festoon bulb with the window covered over with red celluloid. The fascia lamp should be mounted as high as practicable and slightly away from the fascia.

The red light does not distract one's vision and the alteration in focus of the eyes is less than with white or blue lighting.

A "good driver" likes to be able to see, at all times, oil pressure, rev counter and thermometers. Anyone driving for

any distance at night in complete ignorance of these can hardly be termed a "good driver." J. DAGLEY.

Pinner.
[Alas, many modern cars must therefore make their drivers "bad"!—Ed.]

The Law on the Subject

[63119].—In reply to [63085], I quote from a book on motoring law which states that the speedometer must be visible to the driver at all times. TERRY LINACRE
(Driving Instructor).
Liverpool, 22.

A Feminine Point of View

[63120].—As a woman reader of *The Autocar*, with nine years' driving experience, may I offer my humble opinion to Mr. I. P. Ratcliff [63085].

It is obvious that panel lights are not fitted for fun; they are intended to be put to good use; and I also like to know exactly "what is happening." Consequently, I am in the habit of switching on at the commencement of any and every night journey and switching off at my destination. I realize that some panel lights are rather bright, but even these should be used at intervals en route, if only to check on oil pressure and charging rate, without considering the speedometer.

I have known of two cases recently where damage to the engine and electrical components could probably have been avoided had panel lights been switched on. In the first instance the copper oil pipe from block to gauge fractured; the driver continued his journey ignorant of this failure until "unpleasant noises" indicated something wrong—by then the damage was done. In the second case dynamo failure was not noticed until too late.

Instruments should warn the driver, but what is the use if you cannot see them? B. L. HIGGINSON (MISS).
Kettering, Northamptonshire.

HOISTING THE VAN

Dual-purpose Wood Blocks

[63121].—In his "Caravan Topics" (January 26) E. A. Sissons mentions the use of two wood blocks for manhandling a caravan. I have used this method, but a few years ago found a most practical idea for the blocks.

A puncture in the left side caravan tyre put the van so low that a jack could not be placed under the axle, a fault with many vans, but by placing one block against the wheel and the other a few inches forward of it, the van was pulled up on to the blocks and the jacking problem solved. Since this experience I have not been without them. Two pieces of 4in x 4in, about 12in long, will serve the purpose. The hint has been given to other caravaners in similar difficulty. H. BRICE-BAKER.
Gravesend, Kent.

AUDIBLE WARNING

"Country Copper" Replies to Points

[63122].—Regarding my letter [63022], I should like to answer two of your correspondents, if I may, who refer to my suggestion to "toot" cyclists before overtaking.

First, Mr. C. F. Schooling [63055] states that he failed in his first driving test for "driving on the horn" when tooting cyclists.

When I speak of a "toot" I do not mean a prolonged blast. If your correspondent will practice lightly striking the horn button with the base of his clenched fist he will find that in time he can produce a very courteous "toot" which will be most inoffensive.

Secondly, Mr. H. J. Morgan [63067], who gives uses of the horn for certain things, and for warning "cyclists of a car about to pass. Even for this last purpose, the horn is not unreservedly recommended, as the good cyclist is always on the alert for cars approaching from the rear, and takes care on hearing an engine, usually audible in plenty of time."

I consider myself a good cyclist, and for many years did cycle patrol in various parts of Surrey; I can speak from real practical experience.

I have found that, even on a fine day, cycling at a normal speed the cyclist gets a certain amount of wind rush round the ears; this, combined with the almost silent engines on modern cars, makes it impossible at times to hear the overtaking vehicle, and it is much worse in rain or high winds. Many times have I been startled by the sudden swish of an overtaking car, and



All that's best in Britain...

'He was not for an age, but for all time.' So wrote Ben Jonson of William Shakespeare. Each year, from the far corners of the earth, men and women come to pay homage to England's greatest poet at his birthplace. Just as he added little to our language, so we today, in our way, are giving the world new evidence of our genius and our craftsmanship the craftsmanship, for example, that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'



The Standard Vanguard

Manufactured by
THE STANDARD MOTOR CO. LTD., COVENTRY
LONDON: 17, Finsbury Street, Goswell Square, W.C.1.
Telephone: MA 3444

STANDARD CARS • TRIUMPH CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS

To safeguard
the
in-built
reliability
of
Rootes Group Cars
you need

**ROOTES
GROUP
SPECIALISED
SERVICE**

**YOUR HUMBER, HILLMAN
& SUNBEAM-TALBOT
DISTRIBUTOR OR DEALER
KNOWS HOW TO DO THE JOB!**

Full list on application to Humber Ltd. Coventry



Guarantees:

Only genuine manufacturers' parts protecting you against inferior quality.

Specialised tools and machinery essential to efficient service.

Factory trained mechanics, fully briefed on the latest technical developments.

Fully guaranteed factory-rebuilt units.

CORRESPONDENCE

continued

I am not a sleepy cyclist by any means. Therefore I think it is up to us to set the example and give the cyclist the audible warning to which he is entitled, in the way that I have explained.

COUNTRY COPPER.

Guildford, Surrey.

Foot-operated Horn Advocated

[63123.]—My venerable Boulogne Hispano-Suiza is fitted with a foot-operated electric horn. I am rather surprised that—so far as I know—no modern car is so fitted, as I find it most convenient, especially when driving on twisty country roads with numerous blind corners.

Incidentally, this old car was also fitted with a miniature air raid siren as standard. It is still of inestimable value in dealing with French lorry drivers!

RALPH MCGILDOWNEY.

London, S.W.1.

COLD STARTING

Back to the Magneto?

[63124.]—Donald Smith, in his excellent article "It Won't Start" (Jan. 19), relates the woes of the owner of a battery-starting, post-1939 car, stored in a garage and with thin oil in the sump. I would ask are we any better off after thirty years than we were.

My experience with a 1946 vehicle is that we are not; in spite of having used S.A.E.20 oil, as soon as we get any cold it is a case of using the starting handle, in spite of my having had three batteries. For that reason I have fitted a magneto, designed for battery-ignited farm tractors, instead of the distributor, and with S.A.E.40 oil in the engine, a 50-50 mixture of graphited machine gun grease (ex Home Guard) and engine oil in the gear box, I get an easy start, and the battery worries me not at all, the dynamo looking after lights and all the other electrical gadgets when the engine is running; this goes for a 75 mm bore engine of about 1½ litres. I am well content with my magneto starting, but I should like to be able to turn the engine over compression by a lever, near the driving seat, similar to that fitted to the Trojan.

WINDER.

Attleborough, Norfolk.

THIS AND THAT

Washing, Starting and Good Service

[63125.]—I have read with interest the Scribe's notes on washing cars with the aid of detergents. I was a chauffeur for many years and am now a taxi owner, and I have been washing cars of one sort and another for nearly forty years.

With the old paint and varnish, of course, there was only one method; plenty of clean cold water and good sponges and leathers. With the new finishes and with the increased traffic film something more is required, and I have tried nearly everything from warm soapy water well hosed off, to a sprinkling of a detergent in a bucket of water. Now I rely on a tablespoonful or two of liquid polish in a bucket of water with very good results. These polishes, by the way, make very good hand cleaners used in the same way as liquid soap.

As regards easy starting in cold weather, I keep the car in an iron shed and rely on a sump heater and a lamp under the bonnet and cover up with some old rugs. Starting time is a matter of a couple of seconds. I have seen some very funny results from people pouring a kettle of hot water over the manifold. A good remedy is to place a hot-water bottle where it will do most good and have breakfast while things warm up.

Some of the cars on taxi work have completed a good many more thousands of miles than ever the makers intended. I am very happy with a 1937 Flying Standard Twenty, mileage to date 124,000. The acceleration is still very brisk and the car can still take four people up one in five on top. I recently did a trip of 430 miles at one sitting, and for the first four hours averaged exactly 40 m.p.h.

I must apologise for a rather rambling letter, but as motor-ing is my hobby as well as my job I could go on for ever.

Parkstone, Dorset.

W. KENNEDY.

TIME FOR A CHANGE

Speedometers that are Half Visible

[63126.]—As a very old subscriber to your most excellent journal, I want to express my sincere thanks for all the enjoyable and interesting hours that I have spent in delightful company with my weekly issue. I know I speak on behalf of the majority of the Danish motor-minded public when I congratulate your British automobile industry on its splendid results. Its products

—even if far too few in numbers—cause such praise and admiration, and, I assure you, it is very heart-breaking that our finances do not allow a greater allocation of British cars.

I have, however, had the opportunity of seeing and trying different types of British cars imported into Denmark, and magnificent jobs as they all are, one thing did strike me on several of them as being very unhandy. All cars exported to this country are generally equipped with the steering wheel placed on the left side, but the speedometer is not moved, but left in the same place. Sitting in the driving seat—with left-hand drive—you see about half of the speedometer. An electric clock is put almost under your nose; why are these two objects not changed over?

SVEN F. WEIHE.

Holte, Denmark.

FIREWORKS

Display of Static Discharge?

[63127.]—A saloon pulled ahead of me the other night and I was surprised to observe sparks flickering from somewhere beneath it. I followed the car for a mile or two, and instead of the suspected dragging cable I found that the sparks were jumping from the wheel rim to the road surface, occurring almost entirely from the right rear wheel, though also occasionally from the right front. There was, however, an occasional show of sparking from the centre of the car—probably from a chassis cross member.

I lost the car at traffic lights, so was not able to complete my observations, but it seems certain that the cause was the earthing of static electricity. I had followed the car over several changes of road dressing surface, but it made no difference to the almost continual sparking. While the danger from this static would seem slight, there does appear some chance of fire if a petrol tank had been leaking. Is this display of "fireworks" a normal thing? I have never noticed it from a car before. It makes the rear lamp quite unnecessary!

Banstead, Surrey.

PATRICK S. SELBY.

ELECTRIC DIPSTICKS?

Heat Best Applied to Oil?

[63128.]—Has anyone thought of the possibility of incorporating an electric heating element in the sump dipstick for night warming? If practicable, this method would appear to offer advantages over other methods. First and foremost it would put the heat where it was most needed, so giving immediate lubrication on cold starting; secondly, if fitted as standard the cost would be very small and replacements simple; thirdly, a quite small wattage would doubtless serve the purpose, besides giving out sufficient heat to prevent condensation on plugs and freezing of water in the radiator.

The heating element would, of course, operate in the lower tip, the top end being fitted with plug or socket for connection to the mains electricity supply.

H. H. KEYS.

Chigwell, Essex.



Recommended by "The Autocar"

"The Autocar" Handbook: A Complete Guide to the Modern Car (20th edition). By the Technical staff of "The Autocar". 5s (By post 5s 3d)

Roads of France. A Guide to tourist routes. By A. G. Douglas Cleave. 5s (By post 5s 2d)

A Racing Motorist: His Adventures at the Wheel in Peace and War. By S. C. H. Davis. 10s 6d (By post 10s 11d)

The Motor Vehicle (4th Edition). By K. Newton, M.C., B.Sc., A.C.G.I., A.M.I.Mech.E., and W. Steeds, O.B.E., B.Sc., A.C.G.I., M.I.Mech.E. 25s (By post 35s 9d)

Automobile Electrical Equipment (4th Edition). By A. P. Young, O.B.E., M.I.E.E., M.I.Mech.E., and L. Griffiths, M.I.Mech.E., A.M.I.E.E. 25s (By post 35s 8d)

The Motor Trade: A Guide to Selling, Servicing and Management. By H. E. Milburn, M.I.Mech.E. 21s (By post 27s 8d)

A COMPLETE LIST OF BOOKS IS AVAILABLE ON APPLICATION

From all leading booksellers or from

Illiffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1

SPORTING CALENDAR : the programme for April to August, 1951

APRIL

- 1 Bugatti O.C. Trial, Salop.
- 1 Chester M.C. Trial, N. Wales.
- 1 Horsham and D. M.C. Trial, Horsham.
- 1 W. Essex C.C. Speed trial, Boreham.
- 1 Hagley and D. L.C.C. Rally, Ludlow.
- 1 Plymouth M.C. Trial, Devon.
- 1 & B. Isle of Wight C.C. Rally, Ryde.
- 7 Lancashire A.C. Trial, Lancashire.
- 7 Liverpool M.C. Speed trial, Cheshire.
- 7 Veteran C.C. of G.B. Rally, Surrey.
- 7 Vintage S.C.C. Trial, Hilly.
- 8 M.G. C.C. (N.W.). Trial, N. Wales.
- 8 Falkirk and D. M.C. Trial, Scotland.
- 8 Half-Litre Club. Race meeting, Brands Hatch.
- 8 Mid. Derbyshire M.C. Trial, Derbyshire.
- 8 Riley M.C. (N.W.). Speed trial.
- 8 Sunbeam-Talbot O.C. Rally, Blandford.
- 12 Omagh M.C. Trial, Omagh.
- 14 Aston Martin O.C. Hill climb, Lewes.
- 14 Rhyll and D. M.C. Rally, N. Wales.
- 14 B.A.R.C. Race meeting, Goodwood.
- 14 Manchester Univ. M.C. Trial, Derbyshire.
- 14-15 Sunbeam-Talbot O.C. Rally, Blackpool.
- 14-15 Pathfinder and Derby M.C. Rally.
- 14-15 W. Hants and Dorset C.C. Night trial.
- 14-16 Aberdeen and D. M.C. Three-day trial, Aberdeen.
- 15 Blackpool and Fyde M.C. Trial, Lancs.
- 15 M.G. C.C. (N.E.). Trial, Yorkshire.
- 15 Cerman M.C. Trial, Chilterns.
- 21 Half-Litre Club. Race meeting, Brands Hatch.
- 21 Bristol M.C. and L.C.C. Trial, S. Gloucestershire.
- 21 W. England M.C. Trial, S. Devon.
- 21 N. Ireland M.C. Trial, Londonderry.
- 21 M.G. Car Club (M). Rally, Wales.
- 22 Lancs and Cheshire C.C. Trial, Derbyshire.
- 22 Eastern Counties M.C. Trial, Suffolk.
- 22 Severn Valley M.C. Trial, Shropshire.
- 22 Weybridge M.C. Trial, Weybridge.
- 22 Coventry and Warwick M.C. Trial, Coventry.
- 22 Pathfinder and Derby M.C. Driving tests, Derbyshire.
- 22 Taunton M.C. Trial, Taunton.
- 22 Leicestershire C.C. Trial, Leicestershire.
- 22 Herts County A.C. Trial, Chilterns.
- 22 Brighton and Hove M.C. Driving tests, Sussex.
- 22 Laponda C.C. Register. Rally, Hindhead.
- 23 W. Cornwall M.C. Trial, Launceston.
- 23 Half-Litre Club. Race meeting, Brands Hatch.
- 23 Westmorland M.C. Hill climb, Westmorland.
- 23 Ulster A.C. Trial, N. Ireland.
- 23 Veteran C.C. of G.B. Rally, Southport.
- 23-24 Yorkshire S.C.C. Rally, Scarborough.
- 23 Cambridge Univ. M.C. Rally and speed trial, Bedford.
- 23 Exmoor M.C. Trial, Exmoor.
- 23 Gosport A.C. Gosport.
- 23 Grimby M.C. Driving tests, Grimsby.
- 23 Lotherian C.C. Driving tests.
- 23 Plymouth M.C. Ladies' trial, Devon.
- 23 Loughborough Coll. M.C. Speed trial, Ashby.
- 23 Riley M.C. (N.E.). Trial, Helmsley.

MAY

- 3 Omagh M.C. Trial, Omagh.
- 3 B.R.D.C. Race meeting, Silverstone.
- 3 Harrow C.C. Rally.
- 3 Sunbeam-Talbot O.C. Rally, Ayr.
- 3 Scottish S.C.C. Trial.
- 3 Cheltenham M.C. Speed trial, Cheltenham.
- 3 S. Wales A.C. Rally, Glamorgan.
- 5-6 Falcon M.C. Night trial, Herts.
- 6 Kentish Border C.C. Driving tests, Kent.
- 6 Lancs and Cheshire C.C. Trial, Cheshire.
- 6 Nottingham S.C.C. Hill climb, Newark.
- 6 Rhyll and Dist. M.C. Trial, N. Wales.
- 6 Southsea M.C. Speed trial.
- 9 Shenstone and D. M.C. Trial.
- 11-12 M.C.C. Edinburgh, Trial.
- 11-12 C.S.M.A. Midland rally.
- 12 Scottish S.C.C. Race meeting.
- 12 Waterloo and D. M.C. Speed trial, Alcar.
- 12 W. Essex C.C. Race meeting, Boreham.
- 12 Sunbeam-Talbot O.C. Rally, Belfast.
- 12 Bristol M.C. and L.C.C. Race meeting, Castlecombe.
- 13 Falkirk and D. M.C. Trial, Scotland.
- 13 Severn Valley M.C. Rally, Port Meirion.
- 13 Aston Martin O.C. Rally, Droitwich.
- 13 Coventry and Warwick M.C. Trial, Coventry.
- 13 Herts County A.C. Speed trial, Beechwood.
- 13 Mid-Cheshire M.C. Trial, Cheshire.
- 13 Seven-Fifty M.C. Rally, Bales.
- 14 B.A.R.C. Race meeting, Goodwood.
- 14 Sheffield and Hall. M.C. Race meeting, Gamston.
- 14 Falcon M.C. Speed trial, Tewinwater.
- 14 Newry and D. M.C. Trial, Co. Down.
- 14-18 R.S.A.C. Scottish rally.
- 19 B.A.R.C. Hill climb, Prescott.

- 19 Scottish Sporting C.C. Team trial, Scotland.
- 19 Welsh Counties C.C. Rally.
- 19 Bristol M.C. and L.C.C. Night trial, Bristol.
- 19 Newry and D. M.C. Driving tests, Cranfield.
- 19 Veteran C.C. of G.B. Speed trial, Biggleswade.
- 19-20 A.C. Owners' Club, Rally, S. Hertfordshire.
- 19-20 Mid-Derbyshire M.C. Rally, Wales.
- 20 Aberdeen and D. M.C. Race meeting, Longside.
- 20 Coman C.C. Rally, S. England.
- 20 Cornwall Vintage C.C. Rally, Davidston Moor.
- 20 Aston Martin O.C. Driving tests, Abridge.
- 20 Blackpool and Fyde M.C. Trial, Yorkshire.
- 20 Grimby M.C. Trial, Grimsby.
- 20 Hants and Berks M.C. Driving tests, Eversley.
- 20 Yorkshire S.C.C. Trial, Pateley Bridge.
- 20 Weybridge M.C. Trial, Weybridge.
- 23 Manx A.C. Race meeting, Isle of Man.
- 23 Newry and Dist. M.C. Hill climb, Spelga Pass.
- 23 Shenstone and D. M.C. Trial.
- 24 N. Cornwall M.C. Evening rally, Launceston.
- 25-27 Lancashire A.C. Rally, Morecambe.
- 26 Maidstone and Kent M.C. Race meeting, Silverstone.
- 26 Loughborough Coll. M.C. Rally, Wymeswold.
- 26 H.G. Car Club (Mid). Driving tests.
- 26-27 Aston Martin O.C. Rally, Huddersfield.
- 26-27 M.G. Car Club (Scott) Rally, Mid-Lothian.
- 26-27 Sunbeam-Talbot O.C. Rally, Eastbourne.
- 27 Newry and D. M.C. Trial, Cheshire.
- 27 N.W. London M.C. Trial, Bagshot.
- 31 S.U.N.B.A.C. Evening trial.
- 31 Provisional. Vintage S.C.C. Race meeting, Silverstone.

JUNE

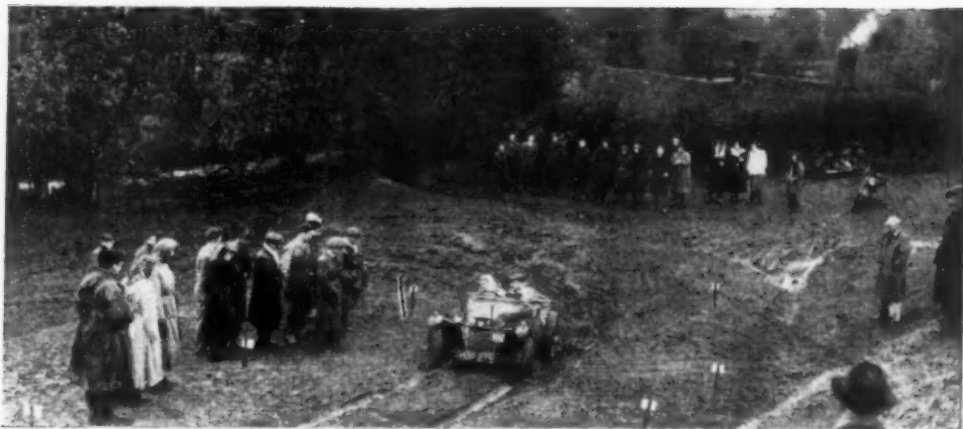
- 3 Ulster A.C. Ulster Trophy Race Meeting, N. Ireland.
- 2 "Eight Clubs" Race meeting, Silverstone.
- 2 M.G. Car Club (N.W.). Speed trial, Cheshire.
- 2 Riley M.C. (N.W.). Trial, Cheshire.
- 2 Hagley and D. L.C.C. Trial, Wales.
- 2 Bristol M.C. and L.C.C. Driving tests, Bristol.
- 2 Chilterns C.C. Rally, Amersham.
- 2 Plymouth M.C. Rally, Devon.
- 2 Lotherian C.C. Team trial.
- 2 Brighton and Hove M.C. Driving tests, Sussex.
- 3 Middlesbrough D.M.C. Trial, Middlesbrough.
- 3 Sheffield and Hall. M.C. Trial.
- 3 Veteran C.C. of G.B. Rally, Windsor.
- 3 Royal Automobile Club. Rally.
- 4 Cheltenham M.C. Trial, Cotswolds.
- 9 Vintage S.C.C. Race meeting, Silverstone.
- 9 Aberdeen and D. M.C. Night trial, Aberdeen.
- 9 N. Ireland M.C. Trial, Londonderry.
- 9-10 Sunbeam-Talbot O.C. Rally, Torquay.
- 10 Lancashire and Cheshire C.C. Trial, Cheshire.
- 10 N. Midland M.C. Trial, Derbyshire.
- 10 Nottingham S.C.C. Driving tests.
- 10 Severn Valley M.C. Night trial, Shropshire.
- 10 Southsea M.C. Rally, Portsmouth.
- 14 B.R.D.C. Road Race, Isle of Man.
- 14 Bugatti O.C. Race meeting, Silverstone.
- 14 Omagh M.C. Hill climb, Co. Tyrone.
- 16 North Devon M.C. Speed trial, Devon.
- 16 B.A.R.C. Race meeting, Goodwood.
- 16 Bristol M.C. and L.C.C. Trial, Bristol.
- 16 Herts County A.C. Rally, Panshanger.
- 16 Laponda C.C. (Register). Rally, Buxton.
- 16-17 Eastern Counties M.C. Rally, Suffolk.
- 16-17 Brighton and Hove M.C. Trial, Sussex-Devon.
- 16-17 North London Entha. C.C. Rally.
- 17 Blackpool and Fyde M.C. Night trial, Lake District.
- 17 Gosport A.C. Speed trial, Gosport.
- 17 Midland A.C. Hill Climb, Shelsley Walsh.
- 23 Half-Litre Club. Race Meeting, Brands Hatch.
- 23 M.G. C.C. (S.W.). Rally, Weston-s-Mare.
- 23 Maidstone and M. Kent M.C. Rally, Margate.
- 23 Grimby M.C. Veteran rally, Grimsby.
- 23 Chester M.C. Speed trial, Queens Ferry.
- 23 Leicestershire C.C. Night trial.
- 23 Weybridge M.C. Night trial, Weybridge.
- 23 W. of England M.C. Trial, Tiverton.
- 23 Veteran C.C. of G.B. Rally, Kenil.
- 24 Hawick and Border C.C. Hill-climb, Hawick.
- 24 Lancia M.C. Team trial, Chipping Camden.
- 24 Rochdale and D. M.C. Night trial.
- 24 Sheffield and Hall. M.C. Team rally.
- 24 Bugatti O.C. Hill-climb, Prescott.
- 24 Coventry and Warwick M.C. Trial, Coventry.
- 24 Hagley and D. L.C.C. Driving tests.
- 28 B.A.R.C. Road race, Jersey.
- 28 N. Cornwall M.C. Trial, Launceston.
- 30 Scottish S.C.C. Hill-climb, Bernes.
- 30 Midlands M.C.C. Race meeting, Silverstone.
- 30 W. Essex C.C. Race meeting, Boreham.
- 30 Ulster A.C. Race meeting, Newtownards.

- 30 Wirral 100 M.C. Speed trial, Rhymdywyn.
- 30 Yorkshire S.C.C. Trial, Yorkshire.
- 30-1 B.A.R.C. Rally, Eastbourne.

JULY

- 1 Darlington and D. M.C. Trial, Gandale Moss.
- 1 M.G. C.C. (N.W.). Rally, Cheshire.
- 1 Manchester Univ. M.C. Trial, Manchester.
- 1 Omagh M.C. Trial, Omagh.
- 7 R.S.A.C. Hill-climb, Rest-and-Be-Thankful.
- 7 Darlington and D. M.C. Race meeting, Croft.
- 7 Lancashire A.C. Hill-climb, Whalley.
- 7 Maidstone and M. Kent M.C. Speed trial, Gravesend.
- 7 N. Ireland M.C. Speed trial, Maydori.
- 7 C.S.M.A. Driving tests.
- 7 S.U.N.B.A.C. Driving tests.
- 7-8 W. Hants and Dorset C.C. Night trial, Dorset.
- 7-8 Brighton and Hove M.C. Rally, Brighton.
- 8 Aberdeen and D. M.C. Race meeting, Longside.
- 8 Hartlepool and D. M.C. Trial, Hartlepool.
- 8 Herts County A.C. Speed trial, Beechwood.
- 8 Cornwall Vintage C.C. Speed trial, Davidston Moor.
- 8 Exmoor M.C. Trial, Exmoor.
- 8 Grimby M.C. Trial, Grimsby.
- 8 Liverpool M.C. Rally, Liverpool.
- 13-14 S. Wales A.C. Rally, Cardiff.
- 14 R.A.C. British Grand Prix, Silverstone.
- 14 Cheltenham M.C. Rally, Cotswolds.
- 14 M.G. C.C. (Scottish). Hill-climb, Edinburgh.
- 14 Middlesbrough and D. M.C. Race meeting, Redcar.
- 14 Bristol M.C. and L.C.C. Veteran trial, Bristol.
- 14 M.C.C. Team trial.
- 14 Sheffield and Hall. M.C. Race meeting, Gamston.
- 15 Taunton M.C. Rally, Somerset.
- 15 Sunbeam-Talbot O.C. Trial, Alnwick.
- 15 M.G. C.C. (N.W.). Trial, Cheshire.
- 15 Blackpool and Fyde M.C. Ladies' trial, Lancashire.
- 15 Riley M.C. (N.E.). Driving tests, Sherborne.
- 19 N. Cornwall M.C. Rally, Launceston.
- 20 Ulster A.C. Trial, N. Ireland.
- 21 Bentley D.C. Race meeting, Silverstone.
- 21 Lotherian C.C. Trial.
- 21 Berwick D.M.C. Race meeting, Nisfield.
- 21 Welsh Counties C.C. Hill-climb.
- 21 W. of England M.C. Rally, Devon.
- 21 Southsea M.C. Speed trial.
- 22 N. Midland M.C. Trial, Derbyshire.
- 22 Severn Valley M.C. Driving tests, Shropshire.
- 23 Newry and D. M.C. Trial.
- 23 Jersey M.C. and L.C.C. Hill-climb, Bouley Bay.
- 23 Aston Martin O.C. Race meeting, Silverstone.
- 23 Hants and Berks M.C. Speed trial, Gt. Aulcum.
- 23 N. Ireland M.C. Rally, Londonderry.
- 23 Veteran C.C. of G.B. Rally.
- 29 Middlesbrough and D. M.C. Trial, Cleveland.
- 29 E. Counties M.C. Hill-climb, Suffolk.
- 29 Rochdale and D. M.C. Trial.
- 29 Shenstone and D. M.C. Trial.
- 29 Vintage S.C.C. Rally and speed trial, Madresfield.
- AUGUST
- 4 W. Hants and Dorset C.C. Race meeting, Thrupton.
- 5 Plymouth M.C. Trial, Devon.
- 5 North Staffs M.C. Speed trial, Atteringham.
- 5 Severn Valley M.C. Rally, Shropshire.
- 6 Half-Litre Club. Race meeting, Brands Hatch.
- 6 Berkhamstead M.C. C.C. Speed trial, Tewinwater.
- 6 Nottingham S.C.C. Race meeting, Gamston.
- 6 500 H.R. Club of Ireland. Race meeting, Mullaghmore.
- 6 West Cornwall M.C. Hill-climb, Trengwainton.
- 9 Omagh M.C. Trial, Omagh.
- 11 Ulster A.C. Hill-climb, Craigantler.
- 11 M.G. Car Club. Race meeting, Silverstone.
- 11 Hartlepool and D.M.C. Speed trial, Hartlepool.
- 11 West Essex C.C. Race meeting, Boreham.
- 12 Gosport A.C. Rally, Gosport.
- 12 B.A.R.C. Race meeting, Goodwood.
- 12 Vintage S.C.C. Hill-climb, Prescott.
- 12 Newry and D. M.C. Driving tests, Cranfield.
- 25 Seven-Fifty M.C. Race meeting, Silverstone.
- 25-26 Fyde M.C. Rally, Tunbridge Wells.
- 25 N. Ireland M.C. Trial, Londonderry.
- 26 Sunbeam-Talbot O.C. Trial, Derbyshire.

International events are shown in black type. The calendar for January to March inclusive was published in The Autocar, January 5.



The one that stopped them all: Miss M. Holden gets as far as most in the sludge on the Yeld.

TORRENTIAL CLEE HILL

UNDAUNTED ENTRY FOR SHROPSHIRE EVENT

GALE-FORCE winds and whipping rain greeted competitors bright and early last Sunday morning on their way to the Hagley and District club's Clee Hill trial in Shropshire. Perhaps this accounted for some of the 12 non-starters, but 62 crews who were undaunted reaped some reward in the afternoon when the wind at last shifted the rain.

Amongst those taking part, in addition to members of the promoting club, were others from the Bristol, Sheffield and Hallamshire, Sunbac, Leicester, Cheltenham, Shenstone and Seven-Fifty clubs, their chariots varying from what looked like an Austin Seven truck to the "usual" specials and Dellow's—mostly blown.

Just to make things difficult from the word go, the rain lashed the approach to the first hill, Short Longville, until marshals began to fear that competitors would not even get to the start line; but get there they did, and most continued up the track with its vicious left hairpin. In spite of the water the surface was sufficiently rocky to provide some grip. One of the most unfortunate here was G. Hinden, Austin Seven, who got within inches of the top.

Heywoods Nommoc was child's play for the whole entry after the organizers had decided to cut out a timed test on the approach track. The observed section was flat and straight so that the thick mud did not have to be taken seriously (local farming type: "there be nothing in this, or do it on't tractor every day").

Flies entered the ointment at Marshbrook, the lunch break venue for the last half of the field. This little snag produced quite a gathering of spectators even in the driving rain, perhaps because the straight, steep mud track started directly from the road. All those who succeeded did so deservedly. L. G. Evans took his Dellow up as if he went that way to work every morning, and J. D. Sleeman's smartly turned out Ford Ten-engined special did equally well. G. W. Best's M.G. made a clean climb in spite of a flying saucer motion half-way up.

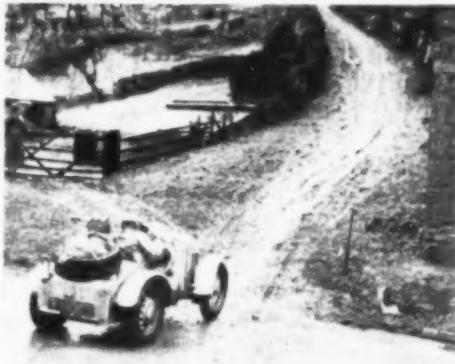
The fourth section, at Highfields Farm,

made the lunch break for the first half a welcome breather and consolation. Another steep track, this time a stopper. But worse was to come at Harton Wood Hollow, a deep gully up through a wood. It played the dual role of trials hill and mountain stream, its gurgling heard far and wide, like a promise of spring—when competitors were not about.



Harton Wood Hollow was quite a stream lower down, but G. B. Johnson made no bones about it in his Ford-Austin.

Marshbrook defeated all those whose torque was limited, including K. Towle in this Ford Ten-engined Austin, seen on the starting point.



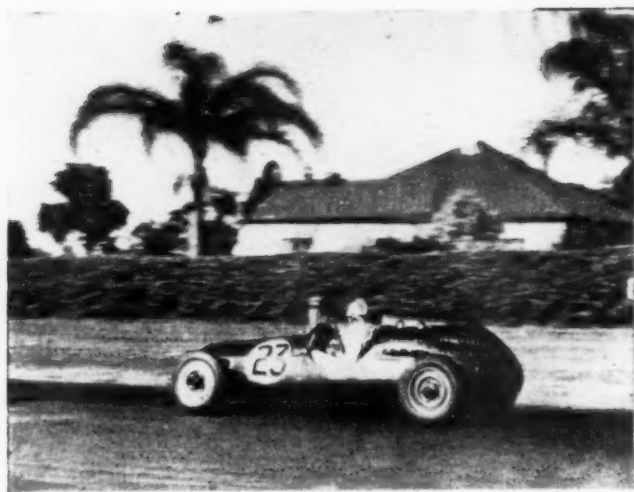
Perhaps the stream washed away most of the mud for, although crews collected face packs on the way up, little difficulty was experienced.

The Yeld, however, stopped everyone. It being routed up a field, no rock outcrops or boulders were available to provide any grip. Tyres were let down till many cars seemed to be right down on the wheel rims—but it was no use. Great efforts were made by such as J. Deely, Cranford special, who was still determined to get somewhere in spite of his car being stationary, wheels spinning, for what seemed like minutes.

So, wet and weary, crews set the course for the finish at Bridgnorth, via Neenton. By this time five had retired, including A. G. Imhof, whose car had lost a piece of sump and, in turn, a con-rod. Onslow Bartlett had also come to grief, a con-rod playing up in his J.A.P. special. Those who won awards deserved them and those who didn't—well it was quite a day!

PROVISIONAL RESULTS

Class Troop: A.W. Spl 1172 s (A. W. Phillips), Bromsgrove Gus: Fairly 1446 s (R. W. Phillips).
First Class Awards: Parker Spl 1172 s (L. Parker), Dellow 1172 s (E. J. Reynolds), Clegg 1172 s (J. Clegg), Dellow 1172 s (F. E. Wall), Clegg 1172 s (A. A. Butler), Meakin Cross 120 (C. Steward), C.R. 1446 (C. Cornsley), Dellow 1172 s (E. J. Smith), H.D. Spl 1172 (S. A. Cracknell), Dellow 1172 s (F. Williams), Bancroft Spl 1172 (R. A. Monkman).
Second Class Awards: Dellow 1172 s (R. D. Lowe), Cranford 1512 (J. Deely), C.R. Spl 1172 (W. C. Cuff), Dellow 1172 s (S. W. Cox), A.W. Spl 1172 s (F. Deely).



Stanley Reed's Citroën Special, with engine at rear, which finished second in the senior Pat Fairfield handicap race at Durban on January 20.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech. E., M.S.A.E.

BACK again from all that Mediterranean sunshine we have heard so much about, and after a quick look at this page last week, I am inclined to think that it is a good job I didn't stay away any longer; it just shows what happens when one's kameraden are allowed to play with the pencil! Anyway, the office is now tenanted once more, and it only remains to deal with the enormous accumulation of paper that inevitably results from any absence. And most people think my life is one long holiday!

The accent is certainly on rallies for the moment, and after the excellent show put up by the British contingent in last week's event this seems an opportune time at which to meditate on the prospects likely to be offered in the British rally, organized by the R.A.C. and scheduled to take place early in June. From a somewhat sketchy preliminary leaflet, it seems that there will be no night sections, whilst rumour—always, admittedly, a lying jade—also has it that the required average speeds will be, comparatively speaking, low, that the special tests will not be particularly arduous, and that there will be no starting points outside the British Isles. Well, if all or even part of this is true, it is long odds that the Continental rally drivers—who would willingly compete in a man-size British event—will take one quick look at the regulations and shrug their shoulders, and that the event will prove as international in character as last year's T.T. race.

NOW this is all wrong. Certainly, there will be plenty of entries available from this country, but that is not the point, nor is the view which is almost certain to be advanced that the event will prove a useful training ground for British drivers anxious to compete later in the big Continental rallies. No, the major

events in this country, organized, as is only right and proper, by the governing body of British motor sports, the R.A.C., should aim at being among the best of their kind, whether rallies, Grands Prix or sports car races, and among the first requirements are that they should form an adequate test of the best drivers in the game, and that every effort should be made to attract a truly representative international entry, without which any victory is hollow in the extreme. After

all, there are plenty of smaller events to act as a kindergarten for budding drivers.

I shall have more to say on this subject later; I can guess at some of the arguments which will be put forward in reply to the above, but space forbids me to try to demolish them in advance.

THE following statement has now been issued by the British Motor Racing Research Trust concerning the future development of the B.R.M.

"The larger members of the Trust, which includes six of the leading motor manufacturers and component suppliers of Great Britain, have confirmed their faith in the B.R.M. by continuing their financial support. At a recent meeting it was agreed that their subscriptions would also provide the minimum income required to carry development and the racing programme through 1951.

"It is hoped that all previous members and supporters will continue their aid, and through the steady growth of the B.R.M. association this minimum income will be augmented to provide sufficient for the design and development of improved models for the future.



THE MAN AT THE WHEEL

Alan Brown

At the first Blandford road race meeting in 1949, a new maroon-coloured Cooper made its first appearance, driven by a dark, black-haired, bespectacled newcomer identified by the programme as A. E. Brown. Since that day, the name of Alan Brown has become very familiar to followers of the half-litre brigade in motor racing; dogged by engine troubles and an occasional tendency to over-enthusiasm on corners, he has rarely figured among the outright winners, but always appeared at some stage or other among the leaders.

This is what the keen spectators like to see, and Alan, who takes his motor racing seriously, always does his best to provide them with a spectacle worth coming to see, realizing that they are the people who make racing possible as an economic proposition. For 1950 his new Cooper was painted in light blue, with a red "lightning-flash" on the cockpit side, while Alan himself always wears blue helmet and overalls. The Continental appearance of the ensemble is naturally among the reasons which have given him the paddock nickname of "Chiron" Brown. His racing, like that of many others, is done in such time as he can spare from his work, as representative of a famous firm of commercial vehicle manufacturers.

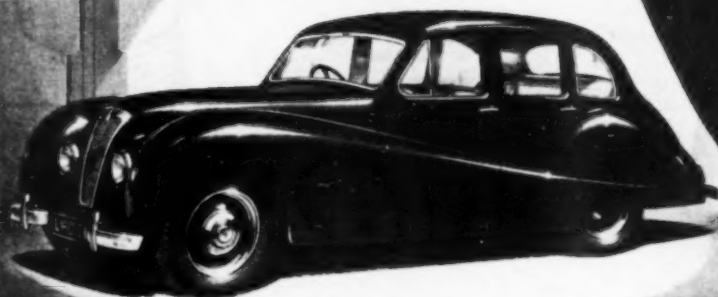
Hitherto, Alan has always raced as a lone hand, and has remained faithful to the well-tried I.A.P. power units for his cars; but for 1951, Rumour links his name with a team of three Coupers equipped with the twin-a.h.c. Norton engines which have established such ascendancy in this class in recent months. Whoever the two other members of the team may prove to be, Alan Brown will certainly be in the forefront of the struggle for 500 c.c. honours this season.

COMING SHORTLY

- FEBRUARY 16.**—Chiltern C.C. Night navigation trial, starting Chipperfield Common, opposite the Two Brewers.
- 10.—Bristol M.C. and L.C.C. Full Moon Trial, starting from the Paradise Road House, Winton, near Bristol, 1 p.m.
- 11.—Southsea M.C. President's Trophy Trial, starting main square, Haslemere, Surrey, 10 a.m.
- 11.—M.G. Car Club (Midland). Operation "Sleuth," starting from the Bird-in-Hand on the Birmingham-Stratford-upon-Avon road, about one mile on the Birmingham side of Henley-in-Arden, 12.30 p.m.
- 11.—Stockport M.C. Mystery run, with picnic lunch, starting Town Hall, Stockport, 11 a.m.
- 11.—Leicestershire C.C. Navigation run, starting from Lee Street Car Park, Leicester, 2.30 p.m.
- 13.—Vintage S.C.C. Film show, Town Hall, Hammersmith, 7 p.m.
- 14.—Leicestershire C.C. Annual dinner and dance and presentation of awards, Bell Hotel, Leicester.
- 16.—Birmingham 30 M.C. Annual dinner, dance and prize distribution, King George V Hotel, Northfield, Birmingham, 7 p.m.
- 16.—Mid-Cheshire C.C. First annual dance at Lodge Hall, Oulton Park, near Tarporley, 8 p.m.
- 17.—A.C. Owners Club. Annual dinner and presentation of awards, Casino Hotel, Hampton Court, 7 for 7.45 p.m.
- 17-18.—Peterborough M.C. Night Navigation trial, North Buckinghamshire.
- 18.—West Hants and Dorset C.C. Hartwell Cup Trial, starting from the Sandford Hotel, near Warcham, 10 a.m.

LEA-FRANCIS CARS

"Famous for Fifty Years"



The 14/70 Saloon

LEA-FRANCIS CARS LIMITED, COVENTRY, ENGLAND

SOLE DISTRIBUTORS FOR LONDON and the Home Counties:
CHARLES FOLLETT LTD., 18 BERKELEY STREET, W.1
MAYFAIR 6266



1950 Grand Prix won on Lodge Sparking Plugs

GRAND PRIX OF EUROPE
(Incorporating the Grand Prix of Great Britain)

GRAND PRIX D'ENDURANCE *(Le Mans)*

GRAND PRIX OF BELGIUM

GRAND PRIX OF FRANCE

GRAND PRIX OF GERMANY

GRAND PRIX OF HOLLAND

GRAND PRIX OF ITALY

GRAND PRIX OF SWITZERLAND

GRAND PRIX OF MONS

GRAND PRIX DES FRONTIERES

GRAND PRIX OF MARSEILLES

GRAND PRIX OF PAU

GRAND PRIX OF ALBI

GRAND PRIX OF MONTAGNA

GRAND PRIX OF SAN REMO

GRAND PRIX OF PESCARA

GRAND PRIX OF LUXEMBOURG

GRAND PRIX OF MONACO

GRAND PRIX OF NATIONS

GRAND PRIX OF PENYA RHIN

GRAND PRIX MARIA EVA DUARTE

GRAND PRIX MAR DEL PLATA

GRAND PRIX ROSARIO



1950 International Races

BRITISH EMPIRE TROPHY RACE

JERSEY ROAD RACE

ULSTER TROPHY ROAD RACE

'DAILY EXPRESS' INTERNATIONAL
TROPHY MEETING *International Trophy Race*
500 c.c. Race
Production Car Race

GOODWOOD MEETING *(April)*

Richmond Trophy Race

GOODWOOD MEETING *(Sept.)*

Goodwood Trophy Race

LEINSTER TROPHY RACE

ERLEN INTERNATIONAL ROAD RACE

R.A.C. TOURIST TROPHY RACE

DO YOU REALISE...

LODGE plugs, used with such outstanding success in racing cars are basically the same as those supplied for the private motorist. The insulator is the most vital part of any plug and "SINTOX" insulation (exclusive to LODGE) is standard to all types of LODGE plugs.

World Speed Records Class J (350 c.c. Class) by Lt. Col. Goldie Gardner

Flying Kilometre 120.39 m.p.h.

Flying 5 Kilometres 117.68 m.p.h.

Flying Mile 120.04 m.p.h.

FIT LODGE *in your car*
The experts' choice

THE SPORT

"The work at Bourne is being rigorously pursued and no racing programme will be announced at present. The organization remains substantially the same, but in the interests of flexibility and speed of decision the control of the project has been considerably simplified."

This welcome announcement should do much to dispel the fog of rumour and counter rumour which has enshrouded the B.R.M. project since the last appearance of the cars at Barcelona some three months ago. Although it still leaves many questions unanswered, it at least promises the energetic continuance of the development and racing programmes which is the first essential. While nothing has yet been said officially of the steps being taken to improve the performance of the cars, it is rumoured that the engine performance has now been considerably improved, still using the original type of supercharger installation, that many of the minor problems are also well on the way to solution, and that a likely date for the team's first full-scale appearance in a 1951 Grand Prix race would be May 27, the occasion of the Swiss Grand Prix at Berne.

SOUTH Africa's motor racing season opened in Durban on January 20 with the fifth Pat Fairfield handicap race, divided, as has now become the custom, into junior and senior events. The former was dominated by Austins, of which nineteen competed, together with three Singers, two M.G.s and a variety of other machinery. The race (over 25 laps of the three-mile circuit) was won by the Austin driven by R. Henderson from a second Austin and a TC M.G., driven by T. Bremner.

The senior race produced a field of twenty-five cars, including a 3.7-litre Maserati, now running unblown with six carburetors, and Beall's 1.1-litre E.R.A. The M.G. which had finished third in the junior event competed once again, this time driven by H. Pierce, and completed its successful day by winning by 47 seconds from Stanley Reed's redoubtable rear-engined Citroën Special, with Brodie's single-seater TC M.G. in third

place. The E.R.A. put up the fastest lap at just over 75 m.p.h., but spent some time at its pit rectifying chassis troubles, which robbed it of any chance of success.

It evidently doesn't matter whether you call a 500 or half-litre. Last Friday the Half Litre Club, which has become so famous as the 500, held its annual dinner and dance—and it was a most successful evening.

Twelve dinner and dance Desmond Scannell reviewed the club's brief but glorious existence, which had led to the new and popular international Formula 3, and mentioned that this year's Luxembourg G.P. would be exclusively 500. Eric Findon, responding on behalf of the club, regretted the unavoidable absence of "Sammy" Davis, to whom a telegram was sent on behalf of members present. He said he hoped the club's change of title would not be like the native with the new boomerang (who spent the rest of his life trying to throw the old one away). More to the point, he announced the ambition of the club to return all entry fees in future.

Lord Howe, proposing the toast to the visitors, made a point on this. He said that while the refund of fees was a great plan, competitors should have to complete a minimum distance to prevent misuse of the scheme. John Bolster, on top of his form, let enthusiasm run away with him perhaps in claiming better racing and driving in Formula 3 than in the G.P. world, but he made up for it with some home truths about racing.

THE International Snow Rally (Rallye des Neiges) is being run this year from March 6 to 10, with starting points at Brussels, Bordeaux, Monte Carlo and Florence. The number of entries is being limited to 150, plus 40 Swiss military competitors, and among the Swiss entries already received are those of Bristol, Austin, 2.1-litre Riley and TD M.G. cars. Entries close February 17; the organizers are the Automobile Club de Suisse, 2, Laupenstrasse, Berne, Switzerland. Among the tests will be a hill-climb up the Col de la Vue-des-Alpes, approximately 3½ miles in length. J. A. C.

CLUB NEWS

Manchester University M.C.—A Triumph saloon, driven by R. Dobson, was the winning car in the Haworth Trophy Rally, run on January 28. The course was over 217 miles, lying between Manchester and Lake Bala, with five controls.

North Devon M.C.—There were nineteen competitors in the Houlford Trophy Trial, which started from the New Inn, Muddiford, on Sunday, January 28, with a course of some twenty miles. Each hill was divided into ten sections, to ensure that the entry was truly sorted out, and there was a rolling brake test. Ken Burgess was unfortunately taken ill en route, was forced to retire. Final victory in the shape of the Houlford Trophy, went to G. W. Best, in his M.G., with 15 marks lost, and the North Devon Trophy (for the runner-up) was awarded to R. Orchard, driving a Dellow, with 16 marks lost. Haslam Trophy (best North Devon M.C. member): L.R.G. (L.R.Gear), 24 marks lost. First class awards: Morris (W. A. Cleave), 17; Riley Sprite (B. Fitzwater), 19.

Peterborough M.C.—Start of the Night Navigation Rally (February 17-18) will be at 10.30 p.m., near Bletchley, Buckinghamshire, and there will be a course of approximately 100 miles.

Leicestershire C.C.—Members are invited to go in search of "Shy Nurse Merry" on Sunday, February 11. A map of Leicester-

shire may be useful to those who are not familiar with every nook and cranny in the county. Start will be from the Lee Street Car Park, Leicester, at 2.30 p.m., and tea will be arranged at the finish.

Bristol M.C. and L.C.C.—On Saturday, February 10, the Full Moon Trial will start at 1 p.m. from the Paradise Road House, Wrington, near Bristol, and will embrace some thirty miles of Mendip country.

Chiltern C.C.—The annual dinner and dance, held at the Bull Hotel, Gerrards Cross on Friday, January 26, was a great success, with 170 members and friends attending and Raymond Mays, the club's president, in the chair. Viscount Curzon, vice-president, in proposing the toast of the president and the sport, linked the name of Raymond Mays inseparably with motor sport, and expressed his admiration of the former's lifelong endeavours to place British cars in the forefront of Grand Prix racing. In reply, Raymond Mays thanked Viscount Curzon, and then went on to hold the assembled company in an absorbing and comprehensive résumé of the fortunes of the B.R.M. during the past year, emphasising the continual financial handicap under which the project was working. The final toast, that of the visitors, was proposed by Jim Stiff and responded to by "Stainless Stephen," who opened his remarks by saying that "this was the first dinner he had ever

continued

B&

BRITISH & COLONIAL

MOTORS LTD.

Phone Temple Bar 13-14 UPPER ST. MARTIN'S LANE, LONDON W.C.2

1949 AUSTIN A 30 Atlantic Convertible, radio, 10,000 miles	£1,450
1949 AUSTIN "Overhead" saloon, radio, 11,000 miles	£1,785
1949 AUSTIN A 40 Convertible, 2,000 miles	£985
1951 BUCIC "Victory" saloon, 17,000 miles	£885
1948 CHEVROLET "4-doorster" saloon, 10,000 miles	£1,485
1949 HUMBER "Hawk" saloon, radio, 9,000 miles	£1,545
1949 HUMBER Super Supercharger, radio, 9,000 miles	£1,745
1949 HILLMAN "Mini" Mk. IV saloon, 4,000 miles	£1,045
1949 HILLMAN "Mini" D.H. Coupe, 10,000 miles	£1,045
1948 MORRIS "Jubilee" saloon, 1,200 miles	£745
1948 MORRIS "Minor" Tourer, 100 miles	£785
1949 MORRIS "Oxford" saloon, 4,000 miles	£1,075
1949 MG 1.5-litre saloon, 9,000 miles	£1,145
1948 KUPPER "40" saloon, 9,000 miles	£1,445
1949 RILEY 1.5-litre saloon, 17,000 miles	£1,550
1949 STANDARD Vanguard saloon, radio, 10,000 miles	£985
1949 TRIUMPH "2000" saloon, radio, 10,000 miles	£1,385
1949 TRIUMPH "2000" Roadster, radio, 11,000 miles	£1,145
1949 VAUXHALL "Weyburn" saloon, 200 miles	£1,125

Part Exchanges & Deferred Terms Arranged.

SOLE DISTRIBUTORS FOR

LONDON & HOME COUNTIES

Budgeting for the Spring . .

Motorcars to-day being what they are—and prices being what they are—have you thought of purchasing a Davies-backed Lagonda?



What we can offer are:

1. A reliable car — Drophead, Tourer or Saloon — in first-class trim.
2. Specialised service after purchase.
3. Personal attention by Lagonda-trained personnel.
4. An up-to-date and expanding workshop capable of every form of repair.
5. Collection and delivery of your car, before and after overhaul.

All Lagonda owners (and potential owners!) are welcome to inspect our organisation, we are open on Saturday morning, your own job can be seen actually in progress; estimates will always freely be given.

DAVIES MOTORS LTD.

Managing Director: J. E. DAVIES
(20 years Service Manager to Lagonda Ltd.)

273 LONDON ROAD, STAINES
Tel. No.: 3457; or private: Walton 1562

ACLAND & TABOR LTD.

LAGONDA

1948 (Dec. 1947) **TRIUMPH 1400**
Register in black, beautifully
maintained **£875**

1939 **HOTCHKISS** Paris Nice saloon,
low mileage, immaculate. Similar
to Monte Carlo Rally winner
1946-9 **£1,650**

1934 **LAGONDA** V12 saloon, out-
standing example **£1,175**

1949 **BRISTOL 400**, all latest mods,
close ratio gear box. Almost
certainly the best and fastest in
the country **£1,890**

1949 **AUSTIN** Sheerline, speeds, 4,000
miles, black, beige leather, as new **£1,775**

1949 **SUNBEAM-TALBOT** 90, bronze,
red leather, 14,000 miles **£1,195**

We are keen buyers of all high-class im-
maculate motor cars.

★

WELWYN BY-PASS
HERTS
PHONE: WELWYN 481-2.

SALES *Build* SERVICE

by
ANTHONY CROOK

A direct link with the Sales, Service
and Developments Departments of
the manufacturers.

We are proud of our association with
the Car Division of the Bristol Aeroplane
Company since the car's inception.

We always have new and used Bristol
cars on view, and our Service Depart-
ment manned by specially trained
personnel is equipped with the latest
equipment, and all spares and replacement
units ready for speedy and efficient over-
hauls and adjustments to the excellent
standards set by the manufacturers.

The expert testing facilities available are
backed by well over a quarter of a
million miles of road and track experi-
ence with Bristol and B.M.W. engine
cars.

FOR BRISTOL AND B.M.W.

ANTHONY CROOK LTD.
CATERHAM HILL, SURREY

Caterham 2232 3

18 miles from London.

28 minutes from Charing Cross.

CLUB NEWS

attended when one 'big stiff' was called upon to follow another," before rendering a unique, motorised version of the current favourite "I tawt I taw a copper car a tweeping up on me." A short break followed to enable "Stainless Stephen's" audience to recover from his speech before Lady Garzon presented the awards for 1950, and was in turn presented with a fine bouquet.

Public Schools M.C.—The next club gathering will be at the Two Chairmen, Berkeley Square, London, W.1, on Tuesday, February 20, at 8 p.m.

West Hants and Dorset C.C.—The Hartwell Cup Trial will be run on Sunday, February 18, starting at 10 a.m. from the Sandford Hotel, near Wareham, and finishing at the Moonfleet Hotel, near Weymouth. The course will be situated entirely in Dorset, and will take competitors through some of the most interesting parts of the county; no section of it will be likely to damage any car. Special interest attaches to the event by reason of the formula under which it will be run. All competing cars will be weighed, front and rear, and each will start the trial with zero marks, being credited with marks according to its individual performance on hills, observed sections, and so on. At the end of the trial, these marks will be multiplied by the weight of the front of the car, and divided

by the weight of the rear of the car. This, of course, will put the trials special (with the maximum weight over the rear wheels) at a disadvantage, and it is hoped to equalise the chances of the "every-day" car with the special hybrid, and thereby to increase the "every-day" entry. Entries to Barry Peters, care of Edwards and Co. (Bournemouth), Ltd., 982, Christchurch Road, Boscombe East, Bournemouth.

Plymouth M.C.—The club's 1951 programme opened on Sunday, January 28, with the Many Trophy Trial, for standard production cars. Course plotting and navigation, on given compass bearings, required competitors to find six river bridges within a ten-mile radius of the starting point of Yealmpton and in one and a half hours (the time allowed) it was no easy task. Speedometer readings were taken at the start, and the shortest distance to the lunch break, at Loddiswell, counted as credit marks. D. Hussell, winner of the Trophy, was the only driver to visit all the bridges. A sumptuous tea was provided at the Queens Arms, Slapton, after which the ladies of the Club easily beat the male members in an hour of "twenty questions." Results of the trial: **Manor Trophy**: Vauxhall Fourteen (D. Hussell), 88 marks; **Plymouth M.C. Cup**: Hillman Minx (R. H. Ham); **Novice Award**: Ford 8 (R. Roberts).

IN BRIEF

Mr. James Watt, a director of Lagonda and Aston Martin, is starting on a 14,000-mile tour of the U.S.A. and Canada to strengthen the companies' sales organizations.

Mr. F. J. Wootton has now been appointed as publicity manager to Caffyns, Ltd., of Kent and Sussex. All communications should be addressed to the head office, Meads Road, Eastbourne.

An exchange service for all types of shock absorbers (reconditioned units) is now operating on an immediate exchange basis by Gervis Components, Ltd., 4, Wakeman Road, Willesden, London, N.W.10.

For service stations using diagnosis and tuning equipment made by Crypton Equipment, Ltd., Bridgwater, Somerset, a booklet has been written by S. G. Mundy, M.I.Mech.E., M.I.E.E., M.I.M.I. It is also intended for all those service stations which take an interest in fault diagnosis by modern methods. The price is 5s.

The Alan Turner Opera Company, the members of which belong to the Ernest Turner Industrial Group social service, will present *Show Boat* at the Derby

Hippodrome from March 6-17. The company exists solely as a charitable and educational organization and has raised over £3,250 since its inception.

Proceeds from *Show Boat* are destined to benefit the Derby War Memorial Fund and the Motor and Cycle Trades Benevolent Fund.

In the Monte Carlo Rally twelve British competitors were using tyres re-treaded by the Wyresoles process by Tyresoles, Ltd., Wembley, Middlesex. Ten out of the twelve finished without loss of marks.

The Delahaye in which M. J. Trevoux won the Rally, was fitted with Marchal fog and head lamps, sparking plugs and electrical equipment. The distributors in this country are Marchal Distributors, Ltd., Brooks Lane North, Great West Road, Brentford, Middlesex.

The Delahaye was also fitted with a windshield wiper made by Trico-Folberth, Ltd., also of the Great West Road, Brentford, Middlesex.

Many famous drivers were among the guests welcomed by Mr. Roland at the Redex Car Club cocktail party held at Monte Carlo on January 29, to celebrate the successes of Redex-serviced cars in the Rally.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15726.—1937 Standard Nine
"R. A. D."—General information and a handbook.

No. 15727.—1934 12h.p. M.G.
"R. H. W. B."—All possible information and a handbook.

No. 15728.—1932 M-type M.G. Midget
"J. D. M."—All possible information and a handbook.

No. 15729.—1934 Alvis Speed Twenty
"H. B. W."—General information and advice on braking, cooling and tuning.

No. 15730.—1939 Fiat 500
"R. B. C."—All possible information as regards performance with side or overhead valves

and the supercharged models, also extra provision for luggage.

No. 15731.—1934 N.A.-type M.G. Magnette
"E. G. R."—All possible information and a handbook.

No. 15732.—1935 Alvis Speed Twenty
"F. G. G."—Hints and tips on maintenance, experience as to performance and fuel consumption, also a handbook.

No. 15733.—1934 8-h.p. Vale Special
"E. B. O."—Any available information and a handbook.

No. 15734.—1933 J2-type M.G. Midget
"W. M. W."—All possible information and a handbook.

No. 15735.—1928 D8 Delago Straight Eight
"A. T. H."—Experiences and maintenance hints, also a handbook.

No. 15736.—1933 Rover Ten
"E. R. L."—All possible information and a handbook.

MOTOR INSURANCE



POLICIES PROVIDE

Adequate Cover
Moderate Premiums
Excellent Service
Absolute Security
No-claim Bonus
10% - 15% - 20% - 25%

CO-OPERATIVE INSURANCE SOCIETY LIMITED

Established 1867

Chief Office: 109, Corporation Street,
MANCHESTER, 4

London Office: 42, Kingsway, W.C.

Branch and District Offices
in all the principal towns



The Sign of Security

TOTAL
PREMIUM INCOME 1949 £23,666,637
ASSETS EXCEED £98,000,000



DARK PATCHES DISAPPEAR

when you fit Royal "Ediswan"

they're

PRECISION FOCUSED!

When your headlamps are imperfectly focused you get dangerous blind spots on the road. Take no risks — change to Royal "Ediswan" Motor Lamp Bulbs. Their filaments are accurately positioned to give a broad, even beam — you see every part of the road that's necessary for safety.

fit

ROYAL

"EDISWAN"

MOTOR LAMP BULBS

and be sure you're

SAFE!

THE EDISON SWAN ELECTRIC CO. LTD., 115 Charing Cross Rd., London, W.C.2

(L.M.109)

AT THE MONTE CARLO RALLY

RED_EX

SERVICED CARS

gained EIGHT out of the first NINE PLACES

SPEED & REGULARITY TESTS

1st	L. Chiron	DELAHAYE
2nd	G. Gautruche	CITROEN
3rd	P. Levegh	TALBOT

Six out of the first Nine places were won on RED_EX.

(All results subject to official Confirmation)

All used
RED_EX



MAKE YOUR CAR
FASTER... SMOOTHER
CHEAPER TO RUN
with
RED_EX CONVERSION

Write for full details of
Redex Conversion and Redex Car Club to—

DEPT. 02, RED_EX, 353-365, CHISWICK HIGH ROAD, LONDON, W.4



Nothing equals a super absorbent, tough and resilient Spontex Car Sponge. Unaffected by petrol and oil if rinsed after use. Spontex does the job not merely better, but quicker too. Best for YOUR Car.

Spontex

CAR SPONGE

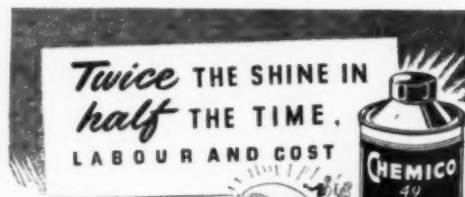
NOT RUBBER, BUT SUPER-SOFT CELLULOSE.

PRICE 4/- INC. V.T.

IT'S BRITISH



Manufactured by: SPONCEL LTD., BROMLEY & SWANSEA.



IT CLEANS AS
IT POLISHES

For a "showroom" shine that does not fingermark or rainspot, try this wonderful car cleanser and polish. New cars are hard to get. The next best thing is CHEMICO 49. It brings up your bodywork like new—quicker, easier and at less cost than anything you have ever tried before. 2.6 per tin.



CHEMICO 49

NEW NO-WAX, NON-ABRASIVE
CAR CLEANSER & POLISH



Have you tried CHEMICO HAND CLEANSER? Simply marvellous for motorists, mechanics and gardeners. Smear over hands, and under nails, before you start. Afterwards just wash in the usual way—and you have the cleanest hands you have ever seen. 1/- per tin.

THE COUNTY CHEMICAL CO. LTD., SHIRLEY, BIRMINGHAM

Warwick Wright Ltd.

HIGH GRADE USED CARS

- | | |
|--|--|
| 1949 AUSTIN A.40 Devon Saloon, Grey, Beige leather, 3,000 miles. | 1949 RILEY 1½-litre Saloon, Black, Brown leather, 6,000 miles. |
| 1950 AUSTIN A.70 Hampshire Saloon, Brown, Beige leather, 200 miles. | 1949 ROVER "75" P.3 Sports Saloon, Grey, Green leather, 8,000 miles. |
| 1950 (Series) AUSTIN A.125 Sheerline Saloon, Black, Brown leather, 5,000 miles. | 1949 ROVER "75" P.4 Saloon, Black, Green leather, 7,000 miles. |
| 1949 FORD "Prefect" 10 h.p. Saloon, Black, Brown leather, 4,000 miles. | 1949 STANDARD "Vanguard" Saloon, Grey, Grey leather, 5,000 miles. |
| 1949 FORD V.8 Pilot Saloon, Black, Brown leather, 9,000 miles. | 1949 SUNBEAM-TALBOT "90" Saloon, Black, Beige leather, 12,000 miles. |
| 1949 HILLMAN Minx 10 h.p. Saloon, Pastel Green, Brown leather, 9,000 miles. | 1949 SUNBEAM-TALBOT "80" Convertible Coupe, Silver Green, Black leather, 4,000 miles. |
| 1949 HILLMAN Minx Latest Model Saloon, Black, Red leather, 6,000 miles. | 1949 TRIUMPH "2000" R.E. Saloon, Gunmetal Grey, Grey leather, 7,000 miles. |
| 1949 HUMBER Hawk 14 h.p. Saloon, Black, Brown leather, 5,000 miles. | 1949 VAUXHALL "Velox" Saloon, Grey, Red leather, 7,000 miles. |
| 1949 HUMBER Super Snipe 27 h.p. Saloon, Black, Brown leather, 7,000 miles. | 1949 VAUXHALL "Wyvern" Saloon, Black, Brown leather, under 1,000 miles. |
| 1949 JAGUAR 1½-litre Saloon, Green, Green leather, 8,000 miles. | 1950 WOLSELEY "Six Eighty" Saloon, Black, Brown leather, 3,000 miles. |
| 1949 MORRIS "Minor" Tourer, Black, Beige leather, 5,000 miles. | 1949 WOLSELEY "Four Fifty" Saloon, Maroon, Beige leather, 7,000 miles. |
| 1949 MORRIS "Oxford" Saloon, Black, Brown leather, 3,000 miles. | |
| 1949 MORRIS "Six" Saloon, Grey, Beige leather, 7,000 miles. | |

CARS WANTED IMMEDIATELY

LONDON

Warwick Wright Ltd.

150, NEW BOND STREET, LONDON, W.1.
also at LODGE ROAD, ST. JOHN'S WOOD, N.W.8

Tel. MAYfair 9761

Tel. CUNningham 5141

BIRMINGHAM

MANCHESTER

GEORGE HEATH LTD

TOM GARNER LTD

NEWHALL ST., BIRMINGHAM
TEL. CENTRAL 3157

10/12, PETER ST., MANCHESTER
TEL. BLACKFRIARS 9265

GENUINE *Spares* FOR PRE-WAR AUSTINS

7-18 h.p.

A SELECTION FROM OUR EXTENSIVE STOCK
ALL AT LIST PRICE

EXAMPLES:—

- 18 h.p. Rear Hubs, Axle Shafts, Steel Clutch Plates and Linings—Pressure Plates and Late Type Toggles, Brake Drums, Diff. Cases, Shell Bearings, King Pins and Bushes, Starter Dogs, Old Type Brake Shoes.
- 14 h.p. 6 cyl. Camshafts, C Shaft Front and Rear Thrust Washers.
- 12 h.p. 4 and 6 cyl. Dynamo Brackets, Clutch Pressure Plates, Clutch Steel Centre Plates, Starter Dogs.
- 20 h.p. Brake Cables.



LONDON DISTRIBUTORS:

WELSH HARP,
EDGWARE ROAD, N.W.9
HENDON 6590.

16, UXBIDGE ROAD,
EALING, W.3.
EALING 6717.

EVERYTHING FOR THE MOTORIST

WARM LININGS
For coats and raincoats. Length, good quality wool complete with buttons.
11/- Post 10d.

TYRE BARGAINS

 400 x 16 67/8
 425 x 16 85/-
 450 x 16 92/6
 450 x 16 110/-
 450 x 16 125/-
 450 x 16 140/-
 450 x 16 155/-
 Other sizes—prompt quotes.
 Tires, Cars, extra from 10/-

NEW THERMOMETERS

 Ex-Government 40° 100° 200° Black fitting with approximately 10% of tube water-off.
 15/6 Post 10d.

SPEED HEADS REPAIRED AND RESET TO ZERO FROM 15/-. DYNAMOS AND STARTERS overhauled and reconditioned at reasonable prices—exchange from 50/-.
 Quotations by return.
 CASH or C.O.D. ILLUSTRATED CATALOGUE POST FREE. TO SPEED DISPATCH PLEASE QUOTE DEPT. 1.P.

HIGH-TENSION WIRE

 New 7mm. thick, rubber covered, in 50ft. coils. Usually 27/6 per coil.
 Post 10d. 7/6

New Ex-R.A.F. JACKETS
 New. Prior quality brown Poplin, wool for heating. Can worn with or without elastic thighs. An ideal undercoat or wind breaker.
 Post 10d. 3/9

TYRE GAUGES

 New with elastic. 10/6. Post 4d. 5/6

JERRYCANS

 Ex-forest, 41 gallon cans, good condition, guar.
 Post 10d. 7/6

STORAGE BATTERIES

 New Ex-W.D. and portable to 450g. w.c. 1 can 12.5V 75 amp. 12 plates per cell.
 100 x 7 1/2 x 5 1/2. Wards Double. Cate. N. 75/-

PRIDE AND CLARKE LTD
 118 STOCKWELL ROAD, LONDON, S.W.9.
 TEL. WILKIN 6251 GRAMS. PRICELARE LONDON

UNIVERSITY MOTORS LTD

STRATTON HOUSE · 80 PICCADILLY, W.1
CROSVENOR 4141

1948 BRISTOL 400. Green. 12,000 miles	
1949 DAIMLER 2½ D.H. Grey, red upholstery. 6,000 miles	£1,850
1949 TRIUMPH 2000 saloon, heater, radio grey. 7,000 miles	£1,395
1950 STANDARD Vanguard, grey, heater, radio, leather. 6,000 miles	£1,125
1949 M.G. 1½-litre saloon, green beige. 12,000 miles	£1,050
1949 M.G. 1½-litre saloon, red. 11,000 miles	£1,050
1949 M.G. 1½ saloon. Colour sun-bronze. 13,000 miles	£1,050
1939 DAIMLER 2½ saloon. Black	£875
1949 MORRIS Minor. Colour Romain green. 6,000 miles	£800
1950 FORD 8, beige. 3,000 miles	£695

POST WAR LOW MILEAGE
USED CARS URGENTLY
WANTED

Vauxhall Owners!



Whatever your Vauxhall may need H.M.L. can supply it. H.M.L. service will put life and performance back into your car, whatever its year. A complete service, specially designed for Vauxhall owners, includes—

REBUILT ENGINES (any model, any year)
 Exchange prices from **£32. 10. 0**

REBUILT ASSEMBLIES—Every Vauxhall assembly available on exchange-unit basis.

Complete Engine and Chassis overhauls, respraying, etc.
 If it's good Vauxhall service you want, come to

HAMILTON MOTORS (LONDON) LTD.
 466-490 EDGWARE ROAD, W.2 · 169-171 HARROW ROAD, W.2
 Telephone: PADdington 0022 (12 lines)

A £1 SAVED IS A £1 EARNED (TAX FREE)

Watch this chequered square every
other week for a sample of
£1 saving bargains.

- 1937 Morris 14 4-door Sun Saloon, colour black with maroon leather upholstery, mechanically good and of nice appearance, two owners. 239 gns.
- 1939 Morris 8 4-door Sun Saloon, colour black with maroon leather upholstery, very attractive. 379 gns.
- 1939 Austin 10 Cambridge 4-door Sun Saloon, colour black with brown leather upholstery, a bargain. 369 gns.
- 1939 Hillman Minx Foursome Drop Head Coupe, reconditioned throughout. 399 gns.
- 1939 Singer 9 Sports Roadster, green, many extras, immaculate. 299 gns.
- 1939 Standard 14 Foursome Drophead Coupe, colour black with red head, engine just overhauled. 399 gns.
- 1949 Standard Vanguard left-hand drive 4-door saloon, finished metallic green with red leather upholstery, many extras including H.M.V. push-button radio, heater and red covers, for all seats, 10,000 miles only. 899 gns.
- 1937 Rover 12 6-light Sports 4-door Saloon, colour black with brown interior, immaculate. 439 gns.
- 1939 Vauxhall 10 4-door Sun Saloon, colour black with brown upholstery, mechanically sound, one owner. 349 gns.
- 1938 Vauxhall 14 4-door de Luxe Sun Saloon, one owner. 279 gns.
- 1950 Healey Silverstone Sports Two Seater, colour red with beige upholstery. Mileage under 2,000, B.M.T.A. permission to sell. 1,149 gns.
- 1939 Humber 17 4-door de Luxe Sun Saloon, colour black with green leather upholstery. Ideal Hire Car. 369 gns.
- 1939 Triumph Dolomite Roadster, colour pea green, with red leather upholstery, very attractive. 399 gns.
- 1937 Wolseley 14 4-door de Luxe Sun Saloon, colour metallic grey with blue upholstery. Mechanically sound and nice appearance. 299 gns.
- 1935 S.S.1 2½-litre Sports Tourer, colour black with brown upholstery, very attractive and extremely fast. 299 gns.
- 1939 Morris 10 4-door de Luxe Sun Saloon, finished in green with leather upholstery to match. Excellent condition throughout. 399 gns.
- 1938 Wolseley 14 Foursome Drop Head Coupe, re-sprayed in cream with black wings, new hood, engine just newly overhauled. A bargain at. 399 gns.
- 1939 Austin 12 4-door de Luxe Sun Saloon, colour beige with brown upholstery. Mechanically sound and of excellent appearance. 379 gns.

**Part Exchange
on Your Car,
Motor Cycle
or Van
welcomed.**

- 1939 Morris 8 de Luxe Sun Saloon, colour black with maroon leather upholstery. Very attractive. 379 gns.
- 1936 Ford V8 30 h.p. 4-door saloon. Very attractive. 149 gns.
- 1939 Hillman Minx Saloon, ready to drive away. 99 gns.
- 1939 (Reg. 1949) Morris 12 4-door de Luxe Sun Saloon, colour black with blue leather upholstery, engine just overhauled. 349 gns.
- 1937 Morris 14 4-door Sun Saloon, colour maroon and black with maroon leather upholstery, positively a good runner. 199 gns.
- 1936 Rover 14 4-door de Luxe Sun Saloon, colour black with maroon leather upholstery. Mechanically sound. Very attractive. 299 gns.
- 1946 M.G. T.C. Sports Two Seater, colour black with green leather upholstery. Mechanically sound and excellent appearance. 599 gns.
- 1938 Morris 10 4-door Sun Saloon, colour black with maroon leather upholstery. A bargain at. 299 gns.
- New 2½-litre Healey Silverstone Sports Two Seater, unregistered, colour red with beige upholstery. Immediate delivery from stock. Purchase price including Purchase Tax. £1,245 11 8.
- 1947 Hillman Minx 4-door Sun Saloon, black with brown upholstery. Genuine low mileage. 589 gns.
- 1939 Austin Big Seven 4-door Sun Saloon, colour blue with upholstery to match. Very smart in appearance and a good runner. 399 gns.
- 1940 Standard 8 de Luxe Tourer, colour black with brown upholstery. Excellent runner and nice appearance. 399 gns.
- 1939 Singer Super Twelve 4-door Sun Saloon, colour black with brown leather upholstery. Good runner and nice appearance. A bargain. 349 gns.
- 1935 Austin Seven Ruby de Luxe Sun Saloon, colour brown with leather upholstery to match. Ready to drive away. 149 gns.
- 1939 Standard 8 Drop Head Foursome Coupe. Finished in standard grey with blue leather upholstery. Excellent appearance and runner. 319 gns.
- 1936 Austin 10 Lichfield 4-door de Luxe Sun Saloon, colour black with green leather upholstery. May be described as exceptional throughout. 249 gns.
- 1949 Austin A.40 Deven 4-door de Luxe Sun Saloon, colour mist green with beige leather upholstery. Many extras. Immaculate. 889 gns.
- 1935 Alvis 14 "Firebird" 4-door Sports Sun Saloon, colour maroon with leather upholstery to match. Excellent appearance and good runner. 249 gns.

Drive away in 10 minutes on Hire Purchase. No References or Guaranters required.

RAYMOND WAY

 MOTORS LTD.

THE CAR AND MOTORCYCLE HIRE PURCHASE SPECIALISTS
GREAT BRITAIN'S EASIEST-TO-GET-AT SHOWROOMS:

KILBURN - N.W. 6

OPEN 9 a.m.—7 p.m. SIX DAYS A WEEK

MAIDA VALE 6044 (20 lines)

KILBURN PARK STATION, Bakerloo Line, 150 yards



Specially Selected

BIRKETT MOTORS LTD.

INVITE YOU TO BUY NOW BEFORE PRICES RISE

Here are a few examples from our stock:—

1949 HILLMAN Minx phase III, mist green, beautiful condition	£895
1947 AUSTIN 8 saloon, black, brown leather, immaculate condition	£575
1940 ROVER 10 saloon, black, green leather interior, very low mileage car.....	£675
1947 TRIUMPH Razor Edge saloon, gunmetal grey, grey leather interior	£895

WE SHALL BE PLEASED TO QUOTE YOU FOR YOUR CAR

BIRKETT MOTORS LTD.

121, BARKING ROAD, EAST HAM
'Phone: GRANGEWOOD 4314

544, HIGH ROAD, E.11
'Phone: LEYTONSTONE 5259

72, HIGH ROAD, E.18
'Phone: BUCKHURST 3766

634, MILE END ROAD, E.3
'Phone: ADVANCE 1517

WITHAMS CAR BARGAINS

1949 FORD Anglia, low mileage, superb condition	£595
1947 WOLSELEY 12 Sal., immac. cond., radio	£775
1947 SINGER 10 Sal., leather uphol., lovely cond.	£615
1947 ROVER 12 Sal., chauffeur driven, radio and heater	£845
1947 MORRIS 10 Sal., very nice condition	£625
1939 AUSTIN 12 Sal., nice order throughout	£325
1939 MORRIS 8 Saloon, very good mech. order	£425
1939 STANDARD Super 12, one owner, perfect	£425
1937 AUSTIN 10, exceptionally nice condition throughout	£335
1933 AUSTIN 10 Saloon, first-class cond.	£185

SELF-FINANCE — EASIEST OF EASY TERMS

WITHAMS MOTORS LTD.
18 BALHAM HILL, S.W.12
BAttersea 3280-3769

CARMO CAR CENTRE



ST. JOHN'S WOOD
ROUNDBABOUT, LONDON, N.W.8
Two minutes Baker Street Station. One minute Lord's

Telephone: PRIMROSE 0141

Specially Selected Cars:

1950 HUMBER Super Snipe, silver polychromatic. Grey interior. Radio and heater, many extras. 9,000 miles.	
1950 VAUXHALL Velox, blue metallic chrome. Grey leather. Radio, heater etc. 9,000 miles.	
1949 VAUXHALL Velox, black. Bronze leather. Heater etc. 5,500 miles.	
1949 VAUXHALL Wyvern, blue metallic chrome. Bronze leather. 8,000 miles.	
1949 STANDARD Vanguard. Silver polychromatic. Grey hide. Heater. 10,000 miles.	
1949 AUSTIN A.40 Devon, green. Radio and heater. 10,000 miles.	
1948 (Sept.) ARMSTRONG SIDDELEY Lancaster, black. Blue leather. Radio and heater. 13,000 miles only.	
1948 MORRIS 10, black. Tan leather. Sun head.	
1948 FORD V8 Pilot, black. Tan leather.	
1947 AUSTIN 8, blue saloon de luxe. Leather upholstery.	
1946 (Oct.) VAUXHALL 14, black saloon de luxe. Leather upholstery, many extras.	
1946 FORD Prefect, black. Red leather.	

We Welcome Part Exchanges

OPEN ALL DAY SATURDAY AND SUNDAY MORNING

HENDON CENTRAL GARAGE Ltd.

Appointed dealer for Rootes Group Products
offer the following:

1948 TRIUMPH 1,800 saloon, finished in grey, leather upholstery, moderate mileage, H.M.V. push button radio, seat covers. Excellent condition throughout	£1,850
1950 type MORRIS Oxford saloon, finished in maroon, leather upholstery, carpets and seats covered since new, one careful owner. Under 10,000 miles	£1,025
1949 AUSTIN A.40 Devon saloon, immaculate condition throughout	£945
1948 HILLMAN MINX drop head coupe, grey, blue leather, low mileage	£775
1946 STANDARD 8 Tourer, black, beige leather upholstery, low mileage, condition as new	£450

TERMS EXCHANGES

44-46, WATFORD WAY, N.W.4

Telephone: HENDON 1423/4

CAR SALES DEPARTMENT

(One minute Hendon Central Tube Station)

DON'T WAIT FOR PRICES TO RISE — BUY NOW!

We are offering the following used cars with our usual 3 months' guarantee.

Year	Model	Price
1949	MORRIS Oxford, immaculate condition	£950
1949	(Oct.) HUMBER Hawk, immaculate	£1,150
1948	AUSTIN A.40, low mileage	£900
1946	AUSTIN 10 h.p. saloon	£850
1947	HILLMAN Minx	£750
1947	HUMBER Hawk	£805
1949	FORD DODGE Vauxcon (Morris) Waverley conversion	£845
1949	CITROEN 15 h.p. coupe	£575
1949	M.G. 2-litre tourer	£425
1949	AUSTIN 10 Couillard de la Jette, first-class coup.	£455
1947	M.G. 2-litre saloon, fitted radio	£475
1946	CITROEN 15, 18 saloon	£335
1946	CITROEN 12 h.p. saloon, immaculate	£305
1943	MORGAN 3-wheeler	£195
1947	CITROEN 15.5 saloon, second-hand, tax £10	£350

MOTOR SUPPLIES

OPPOSITE BUS GARAGE.

LOWER HIGH ST.,
WATFORD, Herts.

'Phone: Watford 4991.

MOTOURISTS (LONDON) LTD.

★ THIS WEEK'S SPECIAL BARGAIN
January 1950, Sunbeam-Talbot 90,
convertible four-seater coupe, 2,800 miles only,
one private owner. Finished attractive suede
green, leather upholstery, fitted heater.
Absolutely immaculate throughout. Trade
enquiries welcomed.

Cash Buyers of all types post-war Cars
and Limousines.

EAST FINCHLEY STATION
LONDON, N.2

Phone TUDor 1701/2

BROADWATER GARAGE

(Next door to Tottenham Lido)

LORDSHIP LANE, TOTTENHAM N.17

'Phone: Tottenham 2417: Howard 2284.

CARS FOR SALE AND WANTED

1939 FORD PREFECT
1939 AUSTIN 10
1939 AUSTIN 8
1938 MORRIS 14
1938 RENAULT 12 Saloon
1937 HILLMAN MINX
1937 VAUXHALL 14

Choice of over 70 cars from £100, cash or H.P.
terms, immediate insurance cover.

WE BUY FOR CASH!!!

Car Bargains



LANGNEY MOTORS Ltd.

Rootes Group Distributors

offer the following used cars under their three-month guarantee:

- 1940 Rover P60 Saloon, black, green leather, as new £1,295
- 1940 Austin 16 Saloon, green, radio and heater, spotless condition £750
- 1949 Hillman Minx Phase III Saloon, black, 17,000 miles, in showroom condition throughout £875
- 1947 Sunbeam-Talbot 10 h.p. Saloon, ruby, with maroon leather upholstery, mileage 17,000. This motor car cannot be faulted in any way £795

DEVONSHIRE HOUSE,

LANGNEY ROAD,
EASTBOURNE

Telephone: Eastbourne 1858

and at

209-219 London Road,

St. Leonards-on-Sea

Telephone: Hastings 5432

GEORGE NEWMAN

& CO.

369 EUSTON ROAD
LONDON, N.W.1

1949 DAIMLER 2½ litre

TICKFORD FOURSOME COUPE

Large boot. H.M.V. radio. Heater.

One owner

£1,795

EUSTON 4466 (12 Lines)



JARVIS

Creates Confidence

"JARVIS CONDITIONED" USED CARS

1946 WOLSELEY 14 saloon	£835
1946 MORRIS 8 saloon, leather uphol.	£855
1947 MORRIS 8 saloon, factory recon.	£865
1947 MORRIS 10 saloon, black	£875
1948 MORRIS 10 saloon	£895
1949 MORRIS Oxford saloon	£945

CARS YOU WILL BE PROUD TO OWN

JARVIS OF WIMBLEDON

MORRIS HOUSE,
MORDEN ROAD,
S.W.19

Phone: L1877 4655

MILESTONES

SERVICE GARAGE LTD.

308 ERITH ROAD
BEXLEY HEATH

Erith 2469

1937 BUICK saloon	£375
1937 FORD 8 saloon	£235
1939 STANDARD 8 saloon	£335
1946 RILEY 1½-litre	£975
1947 AUSTIN 10 saloon	£700
1948 HILLMAN Minx	£785
1949 VAUXHALL Velox	£895
1948 SINGER Super 12	£765

Above are a few of the selected used cars in stock. *Phone for demonstration.

HAROLD PERRY LTD

1948 M.G. T.C. 2, green, green leather, 12,000 miles	£725
1949 Vauxhall Wyvern saloon, black, cloth upholstery	£900
1949 Austin 16 saloon, maroon, radio and heater, 7,220 miles	£950
1949 Ford Pilot saloon, green, leather and radio, twin Notek spot lamps, 9,000 miles	£1,065
1947 Ford Anglia saloon, black	£475
1948 Ford Pilot saloon, black, 1½-litre, 15,000 miles	£950
1948 Standard 14 h.p. d.h. coupe	£795
1948 Ford Perfect saloon	£885
1949 Ford Perfect saloon	£775

279, BALLARDS LANE
NORTH FINCHLEY — HILLSIDE 4444



Brew Brothers Ltd.

1948 May TRIUMPH 1800 motor-car Saloon. One owner. Black. 22,000 miles. First-class condition throughout	£1,085
1948 (Jan.) WOLSELEY 10 h.p. Saloon. 18,000 miles. One owner. Black. Excellent condition	£750
1950 (Feb.) HUMBER S.S. Sports Saloon. Grey. 45,000 miles. Very good order	£575

Please ring KENington 2408 for details of other good used cars.

133, OLD BROMPTON ROAD,
LONDON, S.W.7.

CHILTERN CARS of LEIGHTON BUZZARD

Order a selection of really carefully chosen used cars of which the following are typical examples:

- 1938 AUSTIN 16 "Windsor de Luxe" long chassis 7-seater saloon, finished in dark blue, with black wings, and dark blue leather upholstery; four-wheel folding occasional seats; power-light; twin Motolite horns; new tyres; engine mechanical order and a quite exceptional example of this much-sought model which is ideal either for private use or for high-class official hire work £695
- 1937 ROVER 36 sportsman's saloon, finished in black and chrome, with dark blue leather upholstery; fitted with discs, power-light, twin horns, etc.; type as new; engine in exceptional condition; an excellent example of what is generally regarded as the most interesting model to be produced by this factory. £695
- 1939 series AUSTIN 7 "Pearl" 4-door cabriolet, finished in black, with dove-grey leather upholstery; mileage 45,000; discs; type as new; 2 careful owners who have obviously lavished loving care to maintain the car in its present condition which can be truthfully said to be equivalent to that of many 1948 models we have seen. £625

Hire-purchase. Part-exchanges. Open from 9 a.m. to 5 p.m. Write for free lists and ask for details of our exclusive 7 DAYS' FREE TRIAL offer.

11a, WATER LANE, LEIGHTON BUZZARD, BEDS.

Tel. 2640

HERBERT

ROBINSON LTD.

WANTED USED CARS SPOT CASH

Our representative will call by appointment to make you our best offer. Distances no object.

REGENT STREET,
CAMBRIDGE

Telephone: CAMBRIDGE 4461

MONTROE MOTORS (N. H. BOSWELL)

HIRE PURCHASE & PART EXCHANGE

1938 AUSTIN 10 saloon (late type)	£385
1940 AUSTIN 10 16-horsepower saloon	£545
1940 D.A.L. 10 three 6 drop head	£525
1947 DAIMLER 17 h.p. saloon	£585
1947 FORD 8 saloon	£515
1948 FORD 8 saloon	£525
1948 FORD 16 saloon	£585
1948 FORD V.A. 22 motor, engine, leather	£545
1948 HILLMAN 10 saloon de luxe	£575
1948 HILLMAN 10 saloon de luxe	£585
1948 HILLMAN 10 drop head coupe	£745
1948 LANCHESTER 14 saloon, road	£585
1948 MORRIS 8 saloon, road, engine	£585
1948 MORRIS 8 saloon, road, engine	£585
1948 ROLLS-ROYCE Phantom I Limousine	£1,095
1948 SINGER sports roadster, blue	£550
1948 STANDARD saloon del Rio, road	£535
1948 STANDARD 16 4 door saloon de luxe	£1,175
1948 SUNBEAM-TALBOT sports sal. road	£545
1948 VAUXHALL drop head, large and blue	£185

MONTROE MOTORS (N. H. BOSWELL)

917 EPPING NEW ROAD,
Buckhurst Hill, Essex BUC 1171 2

Five minutes tube, Central line.



Specially Selected

Couple the name TRIUMPH WITH NEWNHAMS

and you have a combination of two well-known names in the Motor Industry. Newnhams have been established over 55 years and specialize in Triumph cars. We are at all times pleased to receive enquiries from buyers and sellers of carefully used models.



SPARES & SERVICE

We hold a very large stock of spares for pre-war models and our modern Service department is at the disposal of Triumph owners.

235 7 9 HAMMERSMITH RD., W.6
Riverside 4646 (9 lines)

BROWNS OF LOUGHTON

1949 LANCHESTER 10 saloon de luxe	£975
1947 RILEY 1½-litre saloon de luxe	£895
1946 FORD Prefect saloon de luxe	£566
1946 ARMSTRONG Hurricane d/h coupe	£795
1942 HILLMAN 10 h.p. saloon de luxe	£465
1940 VAUXHALL 12 h.p. saloon de luxe	£485
1939 JAGUAR 1½-litre drophead four-seater	£495
1939 JAGUAR 1½-litre saloon de luxe	£575
1938 AUSTIN Big 7 saloon de luxe	£295
1938 M.G. T.A. 2-seater, supercharged	£610
1937 WOLSELEY 14 h.p. saloon de luxe	£535
1937 HILLMAN 10 h.p. saloon de luxe	£335
1937 Bugatti type 43, 2.3-litre, supercharged, 2-seater, 4-seater	£475

3 MONTHS' GUARANTEE

HIGH ROAD, LOUGHTON, ESSEX
LOUGHTON 4119, 3838

SEE MINE TUBE CENTRAL LINE

Lamb's EST. OVER 40 YEARS OF WOODFORD ESSEX

Offer the finest selection of used cars between Piccadilly and the Wash. Each carrying our "new car" six months guarantee.

A small selection:

1949 Humber Super Snipe Sln.	7,000 mls.
1950 Humber Hawk Sln.	1,400 ..
1949 Jaguar Mk. V 2½-litre Sln.	9,000 ..
1948 Ford Pilot Sln.	16,000 ..
1950 Triumph Renown R.E. Sln.	9,000 ..
1950 Vanguard Sln.	5,000 ..

Hire Purchase and Exchanges Arranged.

IF YOU HAVE A POST-WAR CAR TO SELL IT CAN BE PURCHASED WITHIN THE HOUR BY CONTACTING EITHER OF THE FOLLOWING ADDRESSES.

STANDARD HOUSE, SOUTHEND
ROAD, WOODFORD GREEN, ESSEX

Phone: WANstead 0123 (8 lines)

London Buying Office:

16, Berkeley St., W.1. Tel. Mayfair 7654,
Ext. 11

SMITH & HUNTER LTD.

Established since 1908

1949 M.G. T.C. 8,000 miles	£770
1949 Triumph 2,000 Roadster	£1,045
1949 Ford Prefect, 8,000 miles	£770
1949 Alvis TA 14 D 11 Coupe	£1,135
1947 Hillman 10 Utility	£635
1947 Ford Anglia saloon	£470
1946 Ford Anglia Two	£485
1945 Standard 8 saloon, Exceptional	£440
1938 Vauxhall 12 saloon, very sound	£395
1935 Ford 10 tourer, well kept	£385
1937 Oldsmobile, Radio, fine car	£270
1936 7 Wolseley 25 Series II, Bargain	£275

SELF DRIVE HIRE 1951 CARS.
INCLUSIVE RATES

376 Kensington High St., W.14
WESTern 2312

ROY GALWAY LTD

1948 Chrysler first registered 1949 Windsor saloon, 9,000 miles, guaranteed as new.

Cadillac 4-door saloon, 1949 model complete with Hydromatic drive, heater, radio, defroster, white wall tyres, one owner, guaranteed mileage 11,000. This car is maroon with cloth upholstery, it is truly magnificent and absolutely as new.

1947 Buick 51 Super, 18,000 miles only, 4-door saloon, green, all extras, magnificent car, as new.

GRO 4747 (4 LINES)
21 FARM STREET, BERKELEY SQUARE, LONDON, W.1

Walter Scott

WANTS
GOOD
USED
CARS

PRImrose 5914

The WALTER SCOTT MOTOR Co. Ltd.
39 COLLEGE CRESCENT
HAMPSTEAD, N.W.3
(Foot of Fitzjohn's Avenue)

IF YOU HAVE A 1949 OR 1950 LOW MILEAGE (COVENANT FREE) SALOON FOR DISPOSAL

NAME YOUR
OWN PRICE
WE WANT THEM
IN YORKSHIRE
FULL & GENUINE PARTICULARS
TO

TURF MOTORS
OF FRIZINGHALL LTD.
BRADFORD

Phone: 41337 (4 lines). Grams: "Turfmoto"

Car Bargains



**ALWAYS
50 GOOD
CARS IN
STOCK**

GUARANTEED USED CARS

1946 (Oct.) AUSTIN 10, 4-door d.l. saloon	£635
1948 (Model) MORRIS 8, 2-door d.l. saloon	£585
1947 MORRIS 12, 4-door d.l. saloon	£590
1945 AUSTIN 8, 2-door d.l. saloon	£485
1939 (late) FORD 8, 2-door saloon	£235
1937 M.G.T.A. 2-seater (1940 modification)	£385
1938 MORGAN 4+4 sports 2-seater, road.	£325
1947 VAUXHALL 14 val. room. eng.	£775
1950 series VAUXHALL Velox (heater)	£850
1938 FORD 10, 2-door d.l. saloon, road.	£385

951/951 GARRATT LANE
TOOTING, S.W.17

THE COODEN ENGINEERING CO. LTD.

Offer

1938 Morris 25 h.p. 2-door Saloon	£295 0 0
or 30 monthly instalments of	£11 17 11
1938 Standard 14 h.p. Saloon	£295 0 0
or 30 monthly instalments of	£15 18 7
1938 Hillman 14 h.p. Saloon	£425 0 0
or 30 monthly instalments of	£17 2 10
1937 Vauxhall 14 h.p. Saloon	£350 0 0
or 30 monthly instalments of	£14 3 4
1937 Austin 16 h.p. Saloon	£385 0 0
or 30 monthly instalments of	£15 10 6
1935 Hillman Hawk 21 h.p. Saloon	£350 0 0
or 30 monthly instalments of	£10 1 8
1935 Triumph Gloria Saloon 16 h.p.	£275 0 0
or 30 monthly instalments of	£11 9 0
1935 Morris 8 h.p. Saloon	£285 0 0
or 30 monthly instalments of	£10 13 0

50 CARS AND VANS ALWAYS IN STOCK
COODEN, BEXHILL-ON-SEA
Tel.: COODEN 600

Mayfair GARAGES LTD. FIATS



We hold the largest stock of
FIAT 1100
in the country
Mostly completely reconditioned and all guaranteed.
£195 to £295
(also 1100s and 1200s)

Send for our list and copy of Autocar Road Test Report,
also list of reconditioned assemblies and various
Fiat trimmings and accessories not readily available
elsewhere.
Fast sales, service, repairs and replacements by skilled
mechanics.

MAYFAIR GARAGES LTD.
145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731,



AUSTIN LONDON DISTRIBUTORS

*Would appreciate the opportunity
of purchasing all types of good used cars*



They invite you to take advantage of a
FREE VALUATION OF YOUR CAR

which service will be available on inspection at any of their retail showrooms in London. If you are unable to call with your car and would care to receive an approximate valuation, perhaps you would kindly complete and return the form on right.

I am considering disposing of my :-

.....H.P. Make.....Body Type

Mileage Number of Owners

Date of first registration.....

Name

Address

Telephone

THIS DOES NOT PLACE ME UNDER ANY
OBLIGATION TO SELL.

High grade used cars with six months' guarantee

1949 **AUSTIN** A70 Hampshire Saloon, 8,000 miles. £1,225.

1948 **AUSTIN** 16 Sliding Head Saloon, radio, heater, 7,000 miles. £1,025.

1948 **BENTLEY** Mark VI Steel Saloon, 19,000 miles. £4,500.

1949 **HILLMAN** Minx Phase IV Saloon, 7,000 miles. £975.

1949 **HUMBER** Hawk Sliding Head Saloon, heater, 7,000 miles. £1,395.

1949 **MORRIS** Minor Tourer, 3,000 miles. £755.

• 1949 **MORRIS** Six Saloon, radio, 4,000 miles. £1,185.

• 1947 **RILEY** 2½-litre Saloon, 22,000 miles. £1,075.

• 1947 **ROVER** 10 Sliding Head Saloon, heater, 13,000 miles. £995.

• 1948 **STANDARD** 12 Drophead Coupe, 9,000 miles. £895.

• 1949 **VAUXHALL** Velox Saloon, 7,000 miles. £985.

• 1948 **WOLSELEY** Four Fifty Saloon, 18,000 miles. £1,050.

STANHOPE HOUSE

320, Euston Road, London, N.W.1.
Telephone: EUSTon 1212.

AUSTIN HOUSE

297, Euston Road, London, N.W.1.
Telephone: EUSTon 1212.

16, Uxbridge Road,
Ealing, W.5.

Telephone: EALing 6717.

GLOUCESTER HOUSE

150, Park Lane, London, W.1.
Telephone: GROsvenor 3434.

WELSH HARP

Edgware Road, London, N.W.9.
Telephone: HENDon 6500.

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

6d. per word, minimum charge 6s., each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10s. All advertisements must be strictly prepaid and should be addressed to The Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Hille & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 24 or 52 consecutive insertions. Full particulars on application.

PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

BARTLETT, the Alfa-Romeo always in stock—27a, Pentridge Villas, W.11. [3412]

Alfa-Romeo Cars Wanted

BARTLETT, the Alfa-Romeo specialist. 27a, Pentridge Villas, W.11. [3407]

ROWLAND SMITH, the Alfa-Romeo buyers. Hampstead High Rd. (Hampstead Tube). Ham. 6041. [3408]

CHIPPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 9083. [1041]

ALFA-ROMEO: this famous ex-Guy Tempier Type 6C supercharged twin over 6-cylinder 2.5-litre Alfa Mille Alfa-Romeo, fully road equipped 2-str. body by Carcano of Milan; this is one of the fastest and probably the most beautiful Alfa in the country; 15 to 120 mph in top with complete reliability and docility in traffic; the car is in outstanding condition with almost new tyres and its appearance is first-class; see display advertisement in February, 1951 issue of "Motor Sport". £1,095. [3512]

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, London, W.1, Giv. 4141. [3512]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., Spares and service for Alfa-Romeo cars. Brooklands Track, Weybridge. Epsom 520. [0124]

BEVERLY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special work on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Malden 4403. [3531]

ALLARD

HAROLD PERRY, Ltd., Invetia Works, 279, Balhards Lane, North Finchley, N.12. Tel. Hillside 4444. [3419]

ALLARD sports 2-seater, mileage 6,000, colour metallic grey, condition as new; £350. [3419]

HAROLD PERRY, Ltd., Invetia Works, 279, Balhards Lane, North Finchley, N.12. Tel. Hillside 4444. [3419]

CAR MART, Ltd., [3419]

1949 Allard drop head coupe, 11,000 miles; £350. [3419]

1949 Allard saloon, 12,000 miles; £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [3419]

BROOKLANDS for individuality. [3419]

1950 Allard sports 2-seater, maroon, red leather, speedometer reading 2,000 miles. [3419]

103 New Bond St., London, W.1. Mayfair 8351/6. [3643]

DAGENHAM MOTORS, Ltd., offer the following car: [3419]

1948 Allard d.h. coupe, black, brown hide, high speed axle, 10,000 miles. [3419]

56 Park Lane, W.1. Recent drive. [3092]

CHIPPSTEAD MOTORS, Ltd.,—See Sports Car column. [3419]

1949 model Allard drop head four-seater coupe. [3419]

1949 Allard 2-seater, red; £635.—Park Garage (Moyley), Ltd., Hampton Court Way, Molesey, Tel. 3371. [1929]

1948 Allard 2-seater, 7,000 miles, perfect; £345. [3419]

1948—Anthony Crook, Caterham Hill, Surrey. Tel. 2232 3. [1136]

1948 (October) Allard super coachbuilt sports saloon, at 14,000 miles, undoubtedly the smartest Allard on the road; £885.—Below. [3419]

J type Allard 2-seater body, full aluminium heads, Vertex magneto, 8.5 axle, nearly new tyres, very low mileage; £725.—6, Portobello Mans., W.11. Park 9059. [2232]

GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green—1949 Allard 2-str., grey 6,000 miles, one owner.—Speedwell 0011. [3081]

£745—1948 Allard, black, green leather, cut-down standing condition, opportunity to obtain one of these sought-after models at over £500 less than its original cost. [3419]

"A" JONES MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase; best for post-free catalogue; hire purchase, part exchanges free delivery. [3419]

ROSE & YOUNG, Ltd., offer 1948 Allard 4-seater 1000cc, exceptional condition, red; £750.—65-66, Esherham Ave., Epsom Hill Rd. S.W.2 1 min. Epsom (Ham Hill station). Pulse Hill 6484. [3700]

795 gns.—Allard May, 1948, sports 2-seater, crimson, won red leather, radio, spare grid, one owner, 15,000 miles, very carefully used, exceptional condition, terms, exchange, list, open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube), Hampstead 6043. [3714]

Allard Cars Wanted

WANTED Allard, any type considered.—6, Portobello Mans. W.11. Park 9059. [3368]

ALLARD wanted, private, coupe or saloon, reasonable price.—A. Sandringham Gdn., Barkinley, Essex, Valence 2659. [3507]

INDEX

	Page
Amalgams	69
Auctions, Tenders, etc.	70
Autohafts	69
Batteries	69
Bells, etc.	69
Brakes, Cables, etc.	69
Business and Property	72
Chassis	69
Capacity Available	69
Caravan Section	69
Caravans	69
Car Covers	69
Car Hire	69
Car Radio	69
Chromium Plating	69
Clothing	69
Coachbuilders and Bodies	69
Commercial Vehicles	69
Cylinder Grinding, etc., and Cylinder Heads	69
Dynamics	69
Electrical Equipment	69
Engines and Accessories	69
Exhausts	69
Financial Partnerships	69
Garage Equipment	69
Gear and Steering Boxes	69
Generating Plant	69
Grates, Cellulose, etc.	69
Hotels	69
Independent Supermarkets	70
Insurance Companies	70
Leather Covers	70
Magnets	70
Malt, Rice, etc.	70
Miscellaneous	70
Mobile Canteens, Kitchens, etc.	70
Motor Cycles for Sale	70
Motor Hearers	70
Motor Cycles for Sale	70
Motorcycles	70
New Cars	70
Parking and Shipping	70
Patents	70
Parts and Accessories	70
Photography	70
Radiators, Muffs, etc.	70
Refrigerators, Welding, etc.	70
Road Luggage Racks	70
Safety Glass	70
Search-and-Save Cars for Sale, Wanted and Spares and Services	41-65
Stock Alotments	71
Strollers	71
Situations Vacant and Wanted	71
Speedometers	71
Spring	71
Subscriptions	71
Tires and Tubes	71
Tuition	71
Valve Guides	71
Wheels, Drums, etc.	71

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1, to defray the cost of registration and postage except in the case of advertisements for 1950 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 9080, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

DEPOSIT SYSTEM

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Deposit System facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

Allard Cars Wanted

BARTLETT, the Alfa-Romeo always in stock—27a, Pentridge Villas, W.11. Buxton 4253. [7451]

BRITISH & COLONIAL MOTORS, Ltd., require used Alfa cars—Upper St., Martin's Lane, W.C.2. Tel. 3389. [3268]

Allard Spares and Service

ALARD'S MOTORS, Ltd., for all Alfa spares—45-46, Acton Lane, London, S.W.2. Brixton 4431. [3419]

ALARD MOTOR CO., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333. [3419]

FINCON COACHWORKS of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Alfa body repairs, body changes for all models in stock, makers of Alfa 2.2, K.2 and tourist bodies. [1047]

BRISTOL STREET MOTORS, Ltd., 164-162, Bristol St., Birmingham, 5. Tel. Midland 5641, for new and used Alfa's, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. [3419]

ALVIS

BROOKLANDS for individuality. [3419]

ALVIS distributors have latest models for inspection and early delivery details on request. [3419]

1949 Alvis 14hp drop head coupe, grey, red leather, speedometer reading 10,000 miles, examined and approved by makers. [3419]

1948 Alvis 14hp saloon, maroon, Dunlop up-to-date, speedometer reading 13,000 miles, examined and approved by makers. [3419]

103 New Bond St., London, W.1. Mayfair 8351/6. [3643]

CHIPPSTEAD MOTORS, Ltd., see our advertisement under Sports Cars column. [3419]

ALVIS 1936 saloon, 15.9hp, good mechanically, and £265.—Kiddies, Harborne Rd., S.W.12. Balfour 2531. [3419]

1949 (New) Alvis 14hp black saloon, Brown leather upholstery, mileage 9,000 as new; £1,500.—Box 8930. [3419]

ALVIS speed twenty, completely overhauled and highly tuned, guaranteed.—Ester Motors, Mayford, Woking, Tel. Woking 9. [2412]

1939 Alvis 12 70 d.h. coupe, black, radio, Mulliner body, taxed near, £475.—Peter Holmes, 85, High St., Gillingham, Sittingbourne 20. [2515]

ALVIS Speed 20, 1935, Charlesworth special body, lovely appearance, good mechanically, excellent tyres, seen North London, daytime. Box 6435. [2914]

1948 Alvis T.A. 11 d.h. coupe, low mileage, immaculate condition, £1,475.—Smith, Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2912. [3419]

ALTON GARAGE, "The Alfa People," offer their usual excellent selection of motor models and body types from 1926-1950, prices £155-£750, immediate hire purchase and insurance.—17, Bro & Mees North, Craven Rd., W.12, Fullington 5523 & 4713. [3419]

ALVIS Speed 25 Charlesworth saloon, 1936, preserved, very complete mechanical reconditioning, excellent tyres, 11.2, built-in facts, automatic lubrication, a sound car with a fine performance, a genuine bargain at £700 only.—Shaw, Park Row, Northampton 4474. [3633]

Alvis Cars Wanted

ROWLAND SMITH, the Alfa-Romeo buyers. Hampstead High Rd. (Hampstead Tube). Ham. 6041. [3419]

COOPER or saloon, 1947-50, preferably low mileage, W.11, Acton Rd., London, N.W.3. [3419]

SPEED 25 late model, saloon, full particulars. [3419]

S. F. ERSKINE & SONS, Alfa distributors of Woking, invite details of late models for disposal.—Woking 350. [3419]

ADVERTISER requires privately, saloon or drop head, 1947 onwards, low mileage essential.—Wise 30, Bromfield, Stannore, Merseyside. [2401]

1948-9 Alvis, please give particulars and price. [3419]

BURMAN, Ltd., Manchester 15, Rd. 2674-5. [1048]

CHARLES FOLLETT, Ltd., buy used late model cars.—10, Bedford St., W.1, St. Pancras 4431. [3419]

and Shires, 12, Newcourt Ave., W.6. Riv 4115. [2550]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Spares and Service

SERVICE and spares for Alvis cars.

LAVIS Ltd. Service Station, 825, Finchley Rd. London, N.W.11. Tel. Speedwell 5762-3-4. Grams. Ayrshire Gold, London.

ND at Charles Ltd. Service Station, Holyhead Rd., A. Coventry. Tel. 5001. Grams. Alvis, Coventry.

CHARLES FOLLETT, Ltd. Alvis specialists.

SHOWROOMS: 15, Berkeley St., W.1. May. 6296

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1415.

INGOSTON-ON-THAMES—Sales, Service and Spares.

O. W. Wilkin, Ltd. Weston Park and 94, Eden St., Kingston 2241.

ALVIS requires and spares specialists—A. Freeman.

A. Ltd. Grovergar, Burnage Lane, Manchester, 19. Rus. 2874-5.

ARMSTRONG SIDDELEY

BROWN'S for Armstrongs.

1946 (October) Armstrong 16hp Hurricane, drop head four-door, black, radio, radio, immaculate condition, £795.—Brown's Garage, Loughborough (Leic.) 4119. (Tube).

TOM GARNER, Ltd. offer:—

1948 Armstrong Siddeley Typhoon saloon, grey with blue leather, 11,000 miles.

TOM GARNER, Ltd. 10-12, Peter St., Manchester 2. Blackfriars 9255.

PASS & JOYCE, Ltd. offer:—

1949 Armstrong Siddeley 16hp Lancaster saloon, black, one owner as new—184, St. Portland St., W.1. Museum 1001.

BROOKLANDS for individuality.

1949 Armstrong Siddeley Hurricane coupe, black, brown leather, fitted radio, speedometer reading 12,000 miles.

103 New Bond St., London, W.1. Mayfair 8551-6.

CHARLES FOLLETT, Ltd. offer:—

1946 Armstrong Siddeley Hurricane coupe, grey, beige leather one owner, 24,000 miles, radio, engine rebored, new bearings, etc., new hood, paintwork unmarked, good tyres, guaranteed. £895.

18 Berkeley St., W.1. May. 6266.

SERVICE WORKS and Stores. 12, Wellesley Ave., W.6. Riv. 1415.

ALAN TAYLOR MOTORS, Ltd. offer:—

1949 (Sept.) Armstrong Typhoon saloon; £1,200.

HIGH 501, Wandsworth, S.W.18. Vandyshe 4433 (5 lines).

GUY SALMON AUTOMOBILES, Ltd. offer:—

1946 Armstrong Siddeley Typhoon, latest type radiator and bonnet.

1948 Armstrong Siddeley drop head coupe, 16,000 miles, £1,250.

1947 Armstrong Lancaster saloon, outstanding condition.—Portsmouth Rd., Thames Ditton, Surrey. 5551-2-3.

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1949 Armstrong Siddeley Hurricane coupe, 16hp, black with brown leather, as new; £1,350.

COOMBS & SONS (GUILDFORD), Ltd. Portsmouth Rd., Guildford, Guildford GU1 2-9.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, blue/white leather, 7,000 miles. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/white cloth, low mileage. Beige.

ARMSTRONG SIDDELEY

1937 Armstrong Siddeley 14 saloon, black, just reconditioned, very carefully used and in perfect mechanical condition. £350.—Wengley Court Motors, High Rd., Wengley, Arnold 5221-2.

1939 Armstrong Siddeley black 7-passenger limousine, size, one private owner, genuine 25,000 miles, no Dunlop tyres, superb condition. £775. John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

195 Armstrong Siddeley special 1955 500 cc. four-door sports saloon, black, sliding head, grey leather, pre-selector, 2 spare wheels, carefully used, excellent condition, cost £265; terms: exchanges.—Rox and Smith, Hampton (Hamstead Tube), Hampton 6041.

165 Armstrong Siddeley 1956 model 17hp de-luxe four-door saloon, black, sliding head, green leather, pre-selector, good condition; terms: exchanges; last, open 9-7 week-days and Saturdays.—Rox and Smith, Hampton (Hamstead Tube), Hampton 6041.

TANKARD & SMITH, Ltd. offer 1947 Armstrong Siddeley Typhoon saloon in black with brown leather, genuine low mileage, car in as new condition throughout; £1,025. Three monthly instalments. Also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.5. Tel. Finsbury 6001-3.

LI MOUSINES 1938 Lons 25hp, partitioned, widest occasional, black, exceptional throughout, certified mechanical. £745.

7000 miles, Long-17hp 1939 partitioned Limousine, black, leather throughout, widest occasional, unquestionable. See.

ALPE & SAUNDERS (100 Limousines: Last posted) A Providence Court, Grovergar Square, Mayfair, 2841.

Armstrong Siddeley Cars Wanted
ROWLAND SMITH'S, the Aston Martin buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

J. R. INWARDS, Ltd. are anxious to buy Armstrong Siddeley Hurricanes—High St., Ruislip 3035/4-5.

CARP immediately for good Armstrong Siddeley.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 1001.

MARSTON MOTOR CO., Ltd. for your Armstrong Siddeley—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

HENLY'S, Ltd. wish to purchase first-class carefully used Armstrong Siddeley cars—1-3, Peter St., Manchester. Tel. Blackfriars 7945.

PRIVATE purchaser requires good 1946/9 Siddeley: particulars and price please. Jones, 97, Westdown Drive, Thurston, Leicester. Syon 8955/7.

PASS & JOYCE, Ltd. London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001.

Armstrong Siddeley Spares and Service
AROOT MOTORS, Ltd.

AROOT MOTORS, Ltd.—Pre-selector gear boxes: exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301.

ARMSTRONG SIDDELEY owners:
COMPLETE overhauls, service and repair by our highly skilled and specialist mechanics, 100% service from our modern, well-equipped workshops means the most prompt attention. Armstrong Siddeley service in the country: write, phone or call.

A ROOT MOTORS, Ltd. 169, Fulham Rd., S.W.3. Tel. Kensington 7301.

GEAR boxes—H. & A. Engineering. 35, Grant Rd., Addiscombe. Tel. Add. 2351.

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd. London distributors, Works, Hawley Green, London. Tel. Gd. 4141.

HENLY'S, Ltd. Chesham Hill Rd., Manchester. Tel. 0760. We have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6215.

CENTRAL GARAGE. Craydon, distributors for Armstrong Siddeley cars: sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464.

ASTON MARTIN
BROOKLANDS for individuality.

ASTON MARTIN distributors: details of new 2.6-litre; demonstration car available.

103 New Bond St., London, W.1. Mayfair 8551-6.

SALOMON exchange 1945 1.5-litre 1935, engine rebuilt, £395. Would exchange similar family saloon, Liverpool. Box 8413.

ASTON MARTIN 2-litre 1935 sports 1956, immaculate condition.—Donald, 14, Greenock Rd., Larne, Ards, Co. Down. Tel. Larne 2326.

ASTON MARTIN 1950 international four-seater, 12,000 miles, superb, well maintained and in very good condition. £300.—Munn, 159, Monkslands Lane, Woodford Green, Essex. Bulbourn 4747.

Aston Martin Cars Wanted
ROWLAND SMITH'S, the Aston Martin buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

SIMMONS of CROYDON are currently seeking a number of Astons for immediate purchase, our representative will attend anywhere in Great Britain by appointment.—101a, Tamworth Rd., West Croydon Tel. Croydon 1537.

Aston Martin Spares and Service
TRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1946, specialised servicing facilities, 2-litre reconditioned engines available.—Brighton Rd., Old Windsor, Tel. Windsor 2022-3.

AUSTIN SEVEN
G. P. (BALHAM), Ltd. offer:—

215 Armstrong 7, 1931 model, 3000 cc. ready for immediate use, trial, 25, Balham Hill, S.W.12. (100 yds. Clapham South Tube), Bal. 1107-8-9.

145 Armstrong 7 1934 de-luxe saloon, black, sliding head, blue leather, very good condition; terms: exchanges.—Rowland Smith, below.

59 Armstrong 7, 1931 model, 3000 cc. ready for immediate use, trial, 25, Balham Hill, S.W.12. (100 yds. Clapham South Tube), Bal. 1107-8-9.

1939 Austin Big 7, 2-door de-luxe saloon, exceptional condition: £355.—Jacqueline, Ltd. 225-7, Hamstead High St., W.6. Riv. 1415.

1928 Austin T-2 water sports body, unique car for enthusiasts, excellent condition, nearest offer £100.—King, Haverstock, Willey, Surrey. Wormley 9.

£295—Austin Big 7, 1933 series, 2-door full de-luxe model with sunshade roof and real leather upholstery, very neat little specimen, finished in attractive red, carefully driven and properly looked after by previous owner. Dunlop 1948 and Exide battery in December last, ideal family motor car at the very lowest running costs, specially recommended.

CAMDEN MOTORS. Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Near 3000 cc. ready for immediate inspection and immediate purchase. Write for post-free catalogue. Hire purchase, part-exchanges; free delivery. Showrooms open from 9 a.m. to 6 p.m. Monday to Saturday.

ROWLAND SMITH'S the Aston T buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Made Vale 6044 (10 lines).

AUSTIN EIGHT
GOLDERS Green, H. A. Saunders, Ltd. Golders Green, 1939 Austin 8 saloon 5100 miles.—Below. 13094

H. A. SAUNDERS, Ltd. Golders Green, 1946 Austin 8 saloon, black.—Speedwell 0011.

1946 (June) Austin 8, 4-door de-luxe saloon, black; 6107/10—345, King St., Hamstead High St. (Hamstead Tube), Ham. 6041.

1947 Austin 8 saloon, 26,964 miles, one owner, black, brown leather, excellent condition, £550.—Relate 5219.

1947 Austin 8 4-door de-luxe saloon, fitted radio, £575; terms: exchanges.—61, Albert Embankment, S.E.11, Relate 4016.

1947 (Oct.) Austin 8, black, brown leather, radio, one lady owner, one lady owner, well maintained; £575.—Davies, Walk House, Cranfield, Bletchley.

1946 (Sept.) Austin 8 saloon, engine 12,700 miles, black, brown leather; £345.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.4, Primrose 4341.

Austin Eight Cars Wanted
C

THE CAR MART, Ltd. London distributors wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Austin 8 buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

I NEEDED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). 10725

CASH buyers of low mileage Austin 8s, distance no object.—Haltions, Lord St., Southampton. Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Made Vale 6044 (10 lines).

AUSTIN TEN
ROUNDAUT offer:—

1946 Austin 10 saloon, black with brown leather upholstery, one owner, 25,000 miles, reconditioned engine fitted; £625.

ROUNDAUT GARAGE. Western Ave., Greenford, Middlesex. Tel. 1073-4.

CHARLES RICKARDS, Ltd. offer:—

1936 Austin 10 drop head four-seater coupe, genuine one owner car since new, low mileage, exceptional condition; £265.

56—Bayerwald, W.2 (next door Lancaster Gate Tube station), Tel. Paddington 1233.

S. G. SMITH (MOTORS), Ltd. offer:—

1939 Austin 10 Cambridge saloon, immaculate condition; £410; 50 other guaranteed used cars.

G. SMITH (MOTORS), Ltd. 285 237, Ry Lane, Peckham, S.E.15. New Cross 0460.

AUSTIN 10 1954, well maintained, excellent condition, £175; or offers.—Hill 4769.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN
1934 Austin 10 tourer, good condition. £105.—Belov.
1937 Austin 10 Cambridge saloon, good condition. £125.—
1947 Austin 10 saloon, guaranteed small mileage. £145.—Haines Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mat. 1627. (17067)
£385—1950 Austin 10 de luxe saloon, black, red leather, good tyres, taxed. (12597)
TIMMINS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3555-4.
1946 Austin 10 saloon, black with brown leather, one owner, mileage 24,000. £650. £650. (12597)
OF CRICKLEWOOD LTD., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (1944)
1945 Austin 10 saloon, black, excellent condition throughout. £550.—Haskins, Ladbroke 1155. (11652)
1937 Austin 10 saloon, good condition, bargain. £285; terms exchange.—Putney 2277. (12597)

AUSTIN 10 1950 saloon, excellent condition. £250.—Rohm, 7a, Gloucester Rd., Redhill, Surrey. Tel. 4058.
£475—1939 Austin 10 de luxe saloon, black, nominal mileage, exceptional condition throughout.
MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0523-2619. (9135)

£398—Austin 10 1939 4-door, sin, an excellent car, mechanical, leather interior, new carpets, etc., many others.
BENNETT MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 506-7. Open Mon. to Sat. 9-5. (50 yds. Holland Park Tube). (2456)

JARVIS & SONS, Ltd., offer 1947 Austin 10 saloon, black, in exceptional condition. £695.—Morris House, Morden Rd., S.W.19. Laberly 4626. (12597)

1946 (Dec.) Austin 10 sal., black brown, 12,000 miles.—Dickford Ltd., 4 Upper St., Marble Lane, W.C.2. Temple Bar 3538. (2456)

1939 Austin 10 saloon, one owner exceptionally good condition throughout. £435.—Reeves Motors, Grand Parade, Furry Lane, Wembley, Arnold 5004. (12597)

1937 Austin 10 de luxe saloon, reconditioned engine, blue, blue leather, good tyres, £425. Hous Automobiles, Ltd., 127, Park Way, N.W.1. Euston 2700. (12597)

1947 Austin 10hp 4-door de luxe saloon, immaculate condition throughout, small mileage. £475; terms, exchange.—G.I. Albert Embankment, 2-11, Ruislip. (12597)

1938-9 Cambridge saloon de luxe, maroon, grey upholstery, chassis, bodywork excellent condition. £410.—White Grundy, 50, Park View, Hatch End, Middlesex. (12597)

1946 (November) Austin 10 black/brown, immaculate condition. £650.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 6004-5-6.
545 cns.—Austin 10 Nov. 1945 de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, demper, one careful owner, excellent condition; terms, exchange.—Rowland Smith, below. (12597)

265 cns.—Austin 10 1937 Cambridge de luxe 4-door saloon, black, brown leather; terms, exchange; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (12597)

1947 model Austin 10 saloon, rear arm rest, black, brown upholstery, excellent condition. £625; exchange.—Avery & Bernard, Ltd., 272, King's Rd., Chelsea, S.W.3. Tel. 7345. (12597)

Austin Ten Cars Wanted
C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (10954)
WANTED privately, 1947 preferably.—Write Anger, 24, Lyndhurst Rd., London, N.W.3. (18966)

I REQUIRE post-war Austin 10 urgently.—21, Kirk-stall Rd., S.W.2. Tulse Hill 1288 (day). (10724)
ROWLAND SMITH, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (12597)
CASH buyers of low mileage Austin 10; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (12597)
MAGDALEN MOTORS wish to purchase hand-picked 1939-40 Austin 10s.—511, Trinity Rd., Wandsworth Common, Battersea 5575. (2456)

R
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.4. Maids Vale 0044 (10 lines). (10636)

AUSTIN A40
O
VERSARIS CARS, Ltd.
1949 Austin A40, grey, 6,332 miles. £975. For other Overseas Car bargains see page 39.
O
VERSARIS CARS, Ltd., 297, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (2456)

H
AROLD RADFORD & Co. Ltd.
1950 (Jan.) Austin A40 Countryman, folding rear seat, 12,000 miles.
H
AROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (11650)

H
A. SAUNDERS, Ltd., offer—
1949 Austin A40 saloon, grey with beige leather upholstery, beige, 13,000 miles. £935.
A. SAUNDERS, Ltd., 100, High Rd., North Finchley, 1150 yards north of Tolly Rd. Corner, Hildside 0924. (2451)

AUSTIN A40
PHILIP RICKARDS, Ltd., offer—
1949 Austin A40 saloon, grey/blue, 4,000 miles, perfect.—4, Brick St., Park Lane, London. W.1. Grosvenor 4772-3. (5020)

GUY SALMON AUTOMOBILES, Ltd., offer—
1950 model Austin A40, 6,000 miles. £975.—Portsmouth Rd., Thames Ditton, Esherbrook 3551-2-3. (12597)

GORDON CARS (LONDON), Ltd.—1949 Austin A40 Pickup, green.—Belov.
GORDON CARS (LONDON), Ltd.—1949 Austin A40 Doreet saloon, sun roof, heater, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (13037)

1949 Austin A40 14,000 miles. £850.—Stadium Autos, 176, New Barn St., E.13. Alb. 3765. (12597)

1950 Austin A40 Countryman, 5,500 miles.—British and Colonial Motors Ltd., Upper St. Martin's Lane W.C.2. Tel. 3546. (18008)

1950 Austin A40, heater, grey, 2,000 miles only, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. (20996)

AUSTIN A40 saloon with radio and heater, beautiful condition. £825.—Jack Rose, Ltd., Stamford Rd., Wallington, Surrey. Wallington 6677-8. (2118)

1950 Austin A40 9,000 miles, part exchange, delivered, terms.—Chain Garage, Hanger Lane, Western Ave., Ealing, W.3. Tel. 4804-5. (12597)

A40 4-door 1949, grey, low mileage, immaculate condition, host of extras. £805 or very near offer.—Appy Mr. Wright, Services Garage, N.20. Esher, prize 5521. (12712)

1949 (Sept.) A40, grey, as new; unrepentable at Watford Way, Hendon Central, N.W.4. Tel. 6004-5-6. (12597)

1949 (October) Austin A40 Devon saloon, sea grey, one owner, excellent condition throughout, bargain. £910.—Wendy Court, High Rd., Wembley. Arnold 5221-4. (17755)

£845—Austin A40 saloon, 1949, grey, blue leather, 1 lady owner, very exceptional condition, serviced and maintained solely by West of England distributors, special opportunity at the price.
W. JAMES MOTORS, Ltd., 400, City Road, London, E.C.1. Tel. 2041 (5 lines). (12597)

1949 (Oct.) A40 Devon saloon, heater, black, beige upholstery, 5,000 miles, extras, spare unused, taxed year, magnificent car. £995; exchange.—Avery & Bernard, Ltd., 272, King's Rd., Chelsea, S.W.3. Tel. 7345. (12597)

Austin A40 Cars Wanted
T
H
E
CAR MART, Ltd.
A
USTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
R
OAD, London, N.W.1.
TELEPHONE: Euston 1212. (10957)

A40 car wanted.—MAC, 12, Brambledown Rd., Wallington, Surrey 6397. (12094)

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (days). (10725)

ROWLAND SMITH, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (12597)

POST-WAR Austin A40 required, cash payment.—Mortley, 54, Streatham Hill, S.W.2. Tulse Hill 4448. (10946)

MIDDLESEX MOTORS, Ltd., Station Rd., Harrow, wish to purchase Austin A40 saloons.—Tel. Harrow 6322. (12638)

CASH buyers of low mileage Austin A40; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (12597)

A40 wanted, low mileage 4-door saloon, 49 50.—Barber, 35, Woodlands Rd., Surbiton, Enbridge 7058.
WANTED, latest Austin A70, low mileage, no dealers.—J. B. Broadbent, 13, Princes St., Dorchester, Dorset. (12730)
A40—Just convenient free, low mileage, required, private only.—Write 50, Bromfield, Swan, Middle. (24892)

AUSTIN A40 cars wanted.—Motorsists (London), Ltd., are immediate cash buyers of A40s and 4-door saloons.—Great North R., E. Finchley Station, N.20. Tel. 2501-4. (10704)

AUSTIN TWELVE
L. F. DOVE offer 1937 Austin 12 saloon. £395, an extremely good car.—45, Broadway, Wimpish, S.W.13. Liberty 3456. (15163)

1939 Austin 12 in very good condition. £435.—Crown Garage, Albany St., (adj. Barking), N.W.1. Tel. Euston 5507 and 1568. (12642)

1947 Registered 8th May, 1950, Austin 12 saloon. £725.—Silverthorne Motors, Ltd., 1,015, Finchley Rd., N.W.11. Midway 2288. (12649)

£100—1951, first registered August 1950, light blue, 12-4 lower, reconditioned engine, new hood, body shabby.—Chelston, Hammerville Lane, Penn. Bucks. (12512)

1939 Austin 12 black red leather, just fitted reconditioned engine, an absolute specimen car. £495.—Peter Bantock Car Sales, 104, High Rd., Chiswick, Chiswick 2575-5700. (12577)

Austin Twelve Cars Wanted
C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (10954)

CASH buyers of low mileage Austin 12; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (12597)

ROWLAND SMITH, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (12597)

1937-8-9 Austin 12 saloons and limousines wanted.—Motorsists (London), Ltd., East Finchley Station, N.2. Tudor 2501-2. (11094)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.4. Maids Vale 0044 (10 lines). (10636)

AUSTIN SIXTEEN
CAR MART, Ltd.
LONDON DISTRIBUTORS
1948 Austin 16 saloon, radio, 7,000 miles. £1,025. Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (15757)

THE MALL HOUSE MOTOR CO., offer—
1939 Austin 16 saloon, black, original, £400; exchange, hire purchase, 17, High St., Wandsworth, K.11. Tel. Wandsworth 6557. (12974)

1947 Austin 16 saloon, one owner, low mileage, immaculate, chassis, guaranteed. £550.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (12544)

1938 Austin 16 de luxe saloon, new engine, just fitted, amazing condition, guaranteed. £400.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (12555)

1949 Series Austin 16 saloon, radio and heater, Automatic, Ltd., Winchester, Tel. 870-chester 4634/3408. (12553)

GOLDERS GREEN—R. A. Saunders, Ltd., Golders Green.—1947 Austin 16 S-R saloon, black, 17,000 miles.—Speedwell 0011. (12597)

1948 (April) Austin 16 saloon, black/brown upholstery, speedo reading 21,000, in immaculate condition, fitted heater. £670.
THE NEW CENTRAL GARAGE, Ltd., Cartthorpe Works, Lissard, Tel. Lissard 3122. (12545)

1948 Austin 16hp saloon, green with fawn leather, well maintained, 20,000.—Stratford, Ltd., 40, Berkeley St., W.1. Mayfair 4304. (12517)

EXCEPTIONAL—1939 model Austin 16 saloon, crew, grey leather, sun roof, tyres as new, interior very nice, 100% motorcar. £425; terms and exchange.
DUCOLAS CAR SALES, 806/82, Great Cambridge Rd., Enfield. Tel. Enfield 3152. (13144)

1946 Austin 16hp saloon, carefully maintained car, fitted quarter, 6725.—London Car, 502-6, Greenford Rd., Greenford, Middlesex. Waxway 2645. (12190)

COUNTRYMAN estate car, Austin 16hp 1948 (June), one owner, well maintained, 36,000 miles.—Ernest Sutton, Cleve Hill 95 (Chesham), (Trade enquiries only please.) (12974)

OCTOBER, 1949, Austin 16 de luxe saloon, fitted heater, 18,000 miles.—Collier, 2973, Collier Car Sales, Ltd., 292-308, Ladbroke Rd., W.9. Tel. Maids Vale, 5134. 7933. 3468. (12651)

850 cns.—Austin 16 June, 1949 de luxe 4-door saloon, black, sliding head, brown leather, Jackals, heater, carefully used, exceptional condition, exchange.—Rowland Smith, below. (12597)

265 cns.—Austin 16, 1935 Chalfont 7-seater limousine, black, brown leather, sliding division, face-forward occasion, very good condition, terms, exchange; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (12597)

1947 (May) Austin 16 saloon, black, brown leather throughout, one owner, 25,000 miles, very carefully used. £550.—H. J. M. Motors, Ltd., 109-108, West End Lane, N.W.6. Hampstead 6490. (11001)

1939 Austin 16hp drop head coupe, late property of titled owner, finished black with beige leather upholstery, really beautiful car. £250.—Reeves Motors, Grand Parade, Furry Lane, Wembley. Arnold 5004. (12597)

ROSE & YOUNG, Ltd., offer late 1946 Austin 16 saloon, one owner only, black, brown hide upholstery, 5095—45-49, St. John's, St. John's, W.4. 1 minute Streatham Hill Station. Tulse Hill 6414. (12524)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN
AUSTIN 16 saloon, 1946, black, brown leather, 16,000 miles. £595.—Chitty, Diss. [2722]

Austin Sixteen Cars Wanted

T H E
C A R
M A R T . L I D .

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

CASH buyers of low mileage Austin 16s, distance no object.—Huttons, Lord St., Southampton, Tel. 2266.

ROWLAND SMITH'S the Austin 16 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 4841. [10952]

BRITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2, Ten. 3568.

1948 or 1949 wanted from original owner preferably—Write: Anson, 24, Lyndhurst Rd., London, N.W.3. [10950]

AUSTIN 16 cars wanted.—Motorsists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, Tel. 2301-2. [10703]

AUSTIN A70 & A90
CAR MART, Ltd.,

LONDON Distributors.

1949 Austin A70 Hampshire saloon, 9,000 miles. £1,165.—Car Mart, Ltd., 297, Euston Rd., N.W.1, Euston 1212. [10711]

TOM GARNER, Ltd., offer:—

1950 Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 505-8. [2434]

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A90 power-top sports convertible, red, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [10922]

GOLDERS GREEN.—R. A. Saunders, Ltd., Golders Green, 1949 Austin A70 saloon, grey, 4,000 miles.—Beim.

H. A. SAUNDERS, Ltd., Golders Green.—1949 Austin A70 saloon, brown, 7,000 miles.—Speedwell 0011. [10959]

1949 Austin A70 saloon, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 2654-5400. [12352]

GORDON CARS (LONDON), Ltd., 1950 Austin A90 convertible coupe, green, radio, electric hood.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [10512]

1950 Austin A90, low mileage, full of luxuries, radio, heater, etc.—operated hood, £1,240.—Ridley Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Rouse 3557-4970. [13010]

1950 Austin Atlantic A90 convertible, power operated hood, radio, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Ten. 3568. [10948]

1950 (Jan.) Austin A90 convertible coupe, power-operated hood, red, beige leather, radio and heater, 7,000 miles, as new, £1,865.—Othman Sports Cars (Noburgh), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [10948]

A90 convertible, January 1950, 7,000 miles, power-operated green with lawn mow, all leather interior, power-operated hood, heater, radio, radiator shutters, as new, managing director's car serviced by Austins, 43, 47, Ward, Berkeley, Thames Ditton, Surrey. Tel. Emberbrook 4191. [13006]

AUSTIN EIGHTEEN
1937 Austin 18 de luxe saloon, guaranteed, £380, payments.—Oakfield, 4, Russell Gdns, Kensington. Park 7789. [12604]

£295.—Austin 18hp Hertford saloon.—Lawton Goodman, 133, Clarendon Road, Brixton, N.W.4. [10111]

1938 Austin 18 Windsor, black/green hide, one private owner since new, faultless.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ludlow 5155. [12241]

1939 Austin 18 Norfolk saloon, black, beige leather, in immaculate condition throughout, mileage 19,000, price £525.—Barrett, The Yews, Haywards Heath, Sussex. [13021]

18hp Austin 7-seater limousine, black, engine reconditioned, immaculate condition, over 17,775 or exchange with cash for 1950 & 25 hp 7-seater limousine.

F. LAWRENCE (MOTORS), Ltd., New St. Garage, G. Aynsbury, Tel. 501. [10774]

1938 39 long chassis 7-seater, face-forward seats, big, in original and genuine condition throughout, very low mileage, privately owned and beautifully kept, new tyres, 8755.—White Cottage, Heyneth, Anerham, Bucks. Chesham 254. [12660]

1938 Austin 18 7-seater double-engined limousine, 7 face-forward seats, leather, chrome, black and brown, fitted new carpets, new headlining, car in 1900, condition, £265.—Colman's Car Sales, Ltd., 100, Ladbroke Rd., W.2. Tel. M. 5154, 7833. [12071]

AUSTIN EIGHTEEN
AUSTIN limousines (three), first registered 1937, for sale owing to reduction of fleet, two very good 18hp Chalmers, £425 each, one 18hp Gordon, good chassis poor body, £300, offers invited.—Northampton City Transport, Lower Parliament St., Nottingham 45745. [15157]

NAYLOR & ROOT, Ltd., 1949 Austin 18 Norfolk saloon, dark blue, exceptional condition throughout, 5255, 3 months' guarantee, choice of 250 quality cars, demonstrations within 100 miles, terms available.—25, East Hill, S.W.18. Bait. 5272. Open 9-6, each week-day including Saturday. [13025]

£175.—Magnificent 1937 Austin 18 full long chassis 7-seater with division, body work of this vehicle is undoubtedly immaculate, the interior leather excellent, and mechanically being 100%. This vehicle is ready for immediate use, don't miss this genuine bargain, 3 months' guarantee, hire purchase, exchangers.—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 5221. [12660]

A&S Offer quality carriages—(not cheap and doubtful variety) inspection invited.—SEVEN SEATER 1937 S.A. 1939 Saloon also partitioned limousines, expensive selection, leather, black, certified mechanically. Seen. [10952]

A L P E & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair—2941. [10948]

Austin Eighteen Cars Wanted

C M
T H E C A R M A R T . L I D . London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. [10950]

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 5041. [10924]

MODERN 7-passenger required, good order, excellent cash selling. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941. [10948]

AUSTIN TWENTY
LIMOUSINES 1939 26 hp 50 mph, partition, speed occasional, leather, black, exceptional selection. Seen. [10952]

A L P E & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair—2941. [10948]

Austin Twenty Cars Wanted

ROWLAND SMITH'S the Austin 20 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 5041. [10924]

7-SEATER Limousines 1937 26 hp 50 mph—details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941. [10948]

AUSTIN TWENTY-FOUR
AUSTIN 1937, 24hp, 7-seater, excellent condition; £355.—Kiddie's, Harbourn Rd., S.W.12. Balham 2531. [10952]

AUSTIN limousine, first registered 1937, for sale owing to reduction of fleet; very good 24hp Mayfair, £575, offers invited.—Northampton City Transport, Lower Parliament St., Nottingham 45745. [15158]

AUSTIN TWENTY-EIGHT
CASSIS MOTOR MART.—1939 Austin 28 limousine, black, engine just reconditioned, one owner, written guarantee.—5, Warren St., W.1. Euston 3523. [2143]

LIMOUSINE 1939 26hp Raneleigh, partition, black, engine, occasional, genuine 23,000, beautiful carriages, 1940 condition. Seen. [10952]

A L P E & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair—2941. [10948]

AUSTIN A125 & A135
BOON & PORTER, Ltd., [10611]

1949 Austin Sheerline, gunmetal, 17,000 miles; £1,750.

CARTSLAND S.W.13 (by Hammersmith Bridge) Riverside 3444. [2675]

H. A. SAUNDERS, Ltd., offer:—

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, etc., 16,000 miles; £1,795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tolly Ho Corner), Hillside 0024. [2545]

S. O. SMITH (MOTORS) Ltd., offer:—

1949 Austin Sheerline, 9,000 miles only, an untested used car motor car, £1,675, 50 other guaranteed cars. S. O. SMITH (MOTORS) Ltd., 285, 287, Ryelane, Peckham, S.E.15. New Cross 0460. [12134]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 model Austin Sheerline saloon, black, 9,000 miles, looks like 1,000 miles.—Portsmouth Rd., Thames Ditton, Emmerbrook 5551-2-3. [12622]

1950 Austin Sheerline saloon, black, beige leather, radio and heater, 8,000 miles, immaculate; £1,750.—Beim.

1949 Austin Sheerline saloon, black, beige leather, radio and heater, 8,000 miles, showroom condition. £1,690.—R. G. Gradwell, Ltd., Redwood Garage, Watford Rd., Blackpool, B.S. 42458. [12060]

GORDON CARS (LONDON), Ltd., 1949 Austin Sheerline saloon, grey, 9,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [10512]

GOLDERS GREEN.—H. A. Saunders, Ltd., Golders Green, 1949 Austin Sheerline saloon, B.R. ure, radio, 9,000 miles.—Speedwell 0011. [13060]

6400 miles, 1949 (Aug.) Austin A125 Sheerline saloon, very carefully maintained, £1,750, terms exchangers.

M. A. BROTHERS (Motor Showrooms), 151-153, M. 125, Am St., Off The Moor, Sheffield, 1. 7-10, 2197. Open week-ends. [10665]

1949 Austin Sheerline, finished in metallic grey, with grey hide upholstery, fitted radio and heater, new 26hp very carefully maintained, £1,750, terms exchangers.

M. A. BROTHERS (Motor Showrooms), 151-153, M. 125, Am St., Off The Moor, Sheffield, 1. 7-10, 2197. Open week-ends. [10665]

AUSTIN A125 & A135
1949 Austin Sheerline, black, beige upholstery, radio, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Ten. 3568. [13007]

1949 Austin Sheerline saloon, black, beige leather, 12,000 miles, radio and heater, immaculate condition, and as new; nearest £2,000.—Barham, Bury St. Eds. 533. [12691]

1950 model Austin Princess, black with beige leather, 12,000 miles, radio and heater, immaculate condition, and as new; nearest £2,000.—Barham, Bury St. Eds. 533. [12691]

1949 works maintained and as new, fitted latest type high radio rear axle, heater, radio, available any inspection, licensed year, £1,750.—Taylor, Langham, N. Oakham, Tel. Langham 32. [12467]

Austin A125 and A135 Cars Wanted

C M
T H E C A R M A R T . L I D . London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [10950]

BRITISH & COLONIAL MOTORS, Ltd., require good Austin Sheerline cars.—Upper St. Martin's Lane, W.C.2, Ten. 3568. [10952]

AUSTIN MISCELLANEOUS
REGIONAL DISTRIBUTORS.

WRITE for details and location of cars to

SALES Dept., 45, South Audley St., London, W.1. [10950]

TANKARD & SMITH, Ltd., offer the choice of many Austin 16, 18, 20 and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—19, King's Rd., S.W.5. Tel. Flax. 4901-2. [10974]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube), Ham. 5041. [10924]

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [10952]

A L L models Austin required for cash.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mustake Rd., Richmond, Tel. Richmond 4204. [10952]

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gai. 2767. [10922]

A L L models Austin urgently required.—Corbett & Taylor, 22, Conduit Mews, W.2. Amb. 6045. [10939]

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Fr. 1681. [10952]

Prothier 6101, ate buyers, all types post-war Austin.

Wanted: Austin A40 or A70, Coventry free, low mileage, no trade-in, Chapman, 6, Green Park, Westminster. [10941]

WYBRIDGE AUTOMOBILES, Ltd., the Austin contributors, urgently require late type Austins.—Tel. Westbridge 253. [10941]

JACK ODELL, Ltd., 6-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5243. [10913]

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.1. Flaxman 4901-2. [10952]

WE are cash buyers of all Austin post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [10139]

1938-39 Austin 10 or 12 required must be clean and untripped, mileage stated.—Wilson & Thistle, 60, S.W.9. Brixton 4011. [10913]

Austin Spares and Service
NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 305-9, Kings Rd., W.6. Riv. 3665. [10336]

C. G. NORMAN & Co.

AUTHORIZED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [10952]

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models, cars and trucks.

T. N. W. R. (MART) Ltd., Welsh Harp, Edgware Rd., N.W.9. Ealing 6501; and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [10196]

FOR Austin accessories, running boards, 1931-39.—Brook, full range of parts and units in stock; exchangers, new, used, pumps, clutches, carburetors, brake shoes and electrical units from stock. 14, service to Austin exclusively.—57, Acton Lane, S.W.2. Brixton 1135. [10184]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service
ROCKHURST GARAGE—Harrow agents for Austin; sales, service, repairs, reconditioned units.—Oxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (1063)
AUSTIN 7 owners—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application—Austin's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. (1035)
AUSTIN spares—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock, free delivery many areas.—Wimbledon Motor Works, Ltd., 25, High St. B.W.12, Wim. 0125.

BENTLEY (3½ & 4½-litre)
CAR MART, Ltd.
 1948 Bentley Mark VI steel saloon, 19,000 miles, £2,500.
 1939 Bentley 4½-litre Park Ward saloon, 6 months' guarantee, £2,250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3474. (3081)

H. R. OWEN, Ltd.
 17, BERKELEY ST.
GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROUD Members of the Swain Group.
A National Motoring Organisation.

1938 Bentley 4½-litre F.N. coupe by Van Vuren, colour black, with aluminium with black leather, fitted with radio, R.M. spare wheel, disc, and over-riders to bumpers. Ref. H.501.
 1939 Bentley 4½-litre overdrive F.H. coupe (RR) by Gurney Nutting, colour dark metallic grey with beige leather upholstery; this car is fitted with radio, heater, demister, R.M. spares, over-riders to bumpers. Ref. H.504.
 1947 Bentley 4½-litre Mark VI R sports saloon with gold paint band and brown hide upholstery, fitted with H.M.V. radio, heater, demister, R.M. spares, over-riders to bumpers. Ref. H.509.
 1947 Bentley Mark VI standard steel saloon by Gurney Nutting, colour black and grey with beige hide upholstery, fitted with H.M.V. radio, heater, demister, over-riders to bumpers. Ref. H.507.
 All cars carry our unique six months' guarantee. Please phone or write for details to—

H. R. OWEN, Ltd.
 17, BERKELEY ST.
 LONDON, W.1.
 Tel. Mayfair 9000. (1528)

OFFER the following from their specially selected stock:
 1934 Park Ward sports saloon on the 3½-litre Bentley chassis, black, brown leather, excellent chassis finish, £1,350.
 A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7617. (7931)
RIPON.
RIPON.
RIPON BROS., Ltd.
NORTHERN Bentley specialists.

1948 Mark VI standard saloon, black with brown leather.
 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
 3½-litre 4-door sports saloon by Park Ward.
 For further particulars contact the largest Bentley distributors.
RIPON BROS., Ltd., Huddersfield 6540 (5 lines). Also at Bradford, Leeds and Sheffield. (1096)
C. MORTLAKE offers
 4½-litre Bentley sports saloon by Vanden Plas.
C. MORTLAKE, 255, Kenal Rd., London, W.10. Ladbroke 0155. After 4.50 p.m., Arnold 4604. (2245)

DICKS CAR SALES offer—
 1938 Bentley 4½ sports saloon, 50,000 miles only, all body painting, really superb car, £1,950.
DICKS CAR SALES, Ltd., 505-401, High Rd., Kilburn, Middlesex 6888-9. (1265)

RUSSELL MOTORS offer—
 1948 Bentley Mark VI standard steel saloon, 21,000 miles, black brown leather; 1949 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
 1937 Bentley 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
 1937 Bentley 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
 1935 Barker, exceptional car.
 All the above cars are subject to any trial or examination.
RUSSELL MOTORS (KNIGHTBRIDGE), Ltd., 47, St. Simeon St., S.W.1. Tel. Simeon 9239. (1913)

SWANMORE CAR SALES offer—
 1938 Bentley 4½ L.E. series Barker saloon, recent overhaul, radio, heater, magnificent car.
 1938 Bentley 4½ Park Ward saloon, dual colour silver and black, grey hide, Ase disc, just completed £300 overhaul, superb car; exchanges, or terms, with pleasure.—Swanmore Car Sales, 1176, Churchchill Rd., Bournemouth. Tel. Southbourne 3325. (2535)

BENTLEY (3½ & 4½-litre)
JACK BARCLAY LIMITED
LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models, on request to 12-13, St. George St., Hanover, London, W.1. Tel. Mayfair 7444. (10067)
JACK OLDING OF MAYFAIR
OFFICIAL Rolls-Royce and Bentley retailers.

OFFER—
 1950 (Jan.) Mark VI Bentley standard saloon, metallic grey, maroon leather, 18,000 miles.
 1949 (July) Mark VI Bentley standard saloon, black, beige leather, 15,000 miles.
 1949 (Feb.) Mark VI Bentley standard saloon, dark blue, 28,000 miles.
 1947 (Oct.) Mark VI Bentley standard saloon 2 shades of grey, grey leather, 51,000 miles.
 1947 (April) 4-door Mark VI Bentley saloon by Young, dark green, beige leather, 14,000 miles.
 1948 Mark VI Bentley 2-door saloon by Young, blue with beige leather, 25,000 miles.
 1948 Mark VI Bentley Park Ward power-operated coupe, grey, red leather, 20,000 miles.
 1936 4½-litre Bentley H. J. Mulliner saloon, black, brown leather.
 DELIVERY of new and used cars quoted on application.
AUDLEY HOUSE.
 NORTH Audley St., W.1. Mayfair 5343. (2061)

HAROLD RADFORD & Co., Ltd.
 I invite you to call and inspect their unique selection of Bentley cars.
 1937 4½-litre Bentley by Park Ward.
 1934 3½-litre Bentley by James Young.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (2571)

COOMBS & SONS (GUILDFORD), Ltd., offer—
 1935 Bentley 3½-litre 2-door sports saloon by Gurney Nutting, 23,000 miles, £1,300.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth 440. (1540)
LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9000 (10 lines).
CHIPPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars. (1628)

1948 (April) Bentley Mark VI standard steel saloon, black with brown hide upholstery, recently checked and passed by makers; £1,250.
R. C. WIMBUSH, Ltd., 312, Earia Court Rd., S.W.5. (1264)
 4½-litre Bentley Vanden Plas saloon, £520 agent with makers (bill shown), first registered August 1936.—Lacton-Goodman, 36, North Audley St., W.1. (1217)
CENTRAL GARAGE, CROYDON—1934 Bentley 3½-litre drop head four-door coupe by Park Ward, finished dark blue, upholstery match, excellent order; £495.—Central Garage, Ltd., Croydon 7464. (1701)

1947 Bentley Mk. VI standard steel saloon, mile-modifications complete, fitted with blue upholstery, all fairings to rear wings, this car is indistinguishable from new inside and out, any trial or examination, reasonable price, terms and exchange.
NEWCASTLE (STAFFS) MOTOR CO., Ltd., Brunswick Street, Newcastle, Staffs. Tel. 66366-7-8. (1441)
 1936 June 3½-litre Bentley 4-door sports saloon, by Park Ward, this car has recently been reconditioned, is fitted with Ase discs and is in immaculate condition throughout and offered subject to any trial or examination; £1,475. R. S. Maud (Sales), Ltd., 45, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. (1217)
TANKARD & SMITH, Ltd., offer 1935 model 3½-litre Bentley fitted most attractive 4-door sports saloon by Morris, Park Ward, finished in black, upholstery and in faultless condition throughout, any trial or examination; three months' written guarantee; also 200 guaranteed used cars of all makes.—128, King's Rd., S.W.3. Tel. Fitzmaur 4201-3. (2451)

BENTLEY (other than 3½ & 4½-litre)
RICHARDS & BROWN offer—
 4½-litre 100% cars in really excellent condition; £595.
 4½-litre-purchase and exchange—2, Ringers Rd., Bromley, Kent. Tel. Ravenshoe 7467. (5163)
SIMMONS OF CROYDON (Croydon 1537).
 Bentley 4½-litre 2-seater, 49-gal, sink tank, new coachwork, 12 new reconditioned, roughened throughout, new carpets, new mohair hood, new tonneau, new Dunlops, battery and re-thromed throughout, mechanically this 4½ cannot be faulted and it is 100% in every possible way, guaranteed, £425.
SIMMONS OF CROYDON, 101a, Tamarworth Rd., West Croydon, Tel. Croydon 1537. (2840)

CENTRAL GARAGE, Croydon, offer 1930 Bentley 4-door 4-door sports saloon by May, speedometer reading 23,000 one owner, amazing condition; Central Garage, Tel. Croydon 7464. (5302)

Bentley Cars Wanted
CAR MART, Ltd., with a purchase Bentley cars.—320 Euston Rd., N.W.1. Euston 1212 (1095)

Bentley Cars Wanted
S
OUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Huddersfield 6540. Huddersfield 6540. (1213)

A BENTLEY
CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition, urgently wanted, 1946-7-8 Mark VI standard saloons. R. MEAD (SALES), Ltd., 42, Queen St., Maidstone. Tel. 2642. (5921)
J. MARSHALL.
WANTED. Bentley 3½- and 4½-litre, all types of coachwork, any condition; immediate cash settlement.
J. MARSHALL, 60a, St. Albans Rd., Watford. Tel. Watford 2365. (10467)
BENTLEY Mark VI Standard saloons required.
IN first-class order.—Send particulars to R. C. Wing, 11 Bush Ltd., 312, Earia Court Rd., London, S.W.5. (1226)

1948 49 Bentley Mark VI wanted.—John Jordan, Sandy, Beds. Tel. 64. (1179)
SPECIMEN pre-war or Mk. VI Bentley urgently wanted.—Tel. Denis Adams, Garsington, Tyne 7532. (3865)
ROWLAND SMITH'S, the Bentley buyers.—Hamstead Heath St. (Hamstead Tube), Ham. 6611.
MANN ROBERTSON & Co., Ltd. (founded 1899), are anxious to purchase Bentley Mark VI models immediately.
 R. Bentley St., London, W.1. Regent 2075. (12657)

URGENTLY required.—Good 3½-litre or 4½-litre pre-war Bentley.—Hamfield, 134, Old, Titchfield St., W.1, Langham 0012. (5111)
PRE-WAR Bentley saloons in good condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1646)
WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69 Westmoor, Crystal Palace N.E.19. Liv. 3562. (10062)
RIPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6540 (5 lines). (10907)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5343. (10013)
CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Brompton St., W.1. Tel. 66366. (10592)
Bentley Spares and Service
JACK BARCLAY, Ltd.
LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or electrical, large stocks of spares for all types.
WORKS—Lombard Rd., Morden Rd., Meriton, S.W.19. Liberty 7222 (18 lines). (10624)
CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS—18, Brompton St., W.1. May. 6266
SPARE parts.
SERVICE—12 Wellesley Ave. W.6 Riv. 1415. (10593)

MERCHISTON MOTORS specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. 6606. (7206)
CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Croydon 7464. (1655)
H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7617. Works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Newcom 3106. (10427)

B.M.W.
AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer—
 1938 (November) B.M.W. 1½-litre cabriolet, black, excellent condition, £375.
CHOROUGH WORKS, Kenton, Middlesex. Works: 1516
 Worth 9556 & 9558. (5156)
B.M.W. super streamline post-war 2-seater, exceptional, car, £1,150.—Anthony Crook, Bristol distributors, Cribbs Hill, Surrey. Tel. 2332-3. (1493)
TANKARD & SMITH, Ltd., offer 1936 B.M.W. 1½-litre 55 drop head coupe in black with maroon upholstery; very pretty little car with wonderful performance, three months' written guarantee, also 200 guaranteed used cars of all makes.—128, King's Rd., S.W.3. Tel. Fitzmaur 4201-3. (2447)

B.M.W. Spares and Service
GEAR boxes—R. & A. Engineering, 55 Grant Rd., Addiscombe, Tel. Add 2931. (10616)

BRITISH SALMON
 1938 drop head coupe, British Salmon 12hp 4-cylinder, engine, 25-30 m.p.h., fuel and in very good condition, recently reconditioned, replated, one hood not used since, types first class; may be inspected by appointment, £500 or offer.—Blackburn, 10, Garsy Rd. W.C.1. Holborn 3581. (272)

Autocar

BUCATTI

WOODHEAD'S GARAGE (BLACKPOOL). Ltd.
Squires Gate Lane, Blackpool. Tel. 42545.—1938
Buick Century model, in immaculate condition, spare
mechanical order, privately owned only, 3 months
guarantee. [264]

1938 Buick Viceroy saloon, 51hp, black, cloth up-
holstery, cellulose tyres, body, chromium
all excellent condition, mechanically perfect, new Bu-
ick extra Lucas lights, demisters, radio, showrooms
condition. [265]
Hounslow, Middlesex. Hov. 0732. 122. [1948]

A & S other exceptional Buick Limousines, certified mechanically, reasonable cost.
1938 LIMOUSINE # 1937 partitioned Pullman, widest occasional, black delectable condition. Also Pullman Limousine, partitioned, widest occasional, black immaculate. \$895.
7000 authenticated miles 1959 partitioned Fisher Limousine (unused 11 years), black original owner. Seen:—
A LPE & SAUNDERS 4100 Limousines: Lists posted

CASH immediately for good Buick.—H. F. Edwards
154, Gt. Titchfield St., W.L. Langham 0012. (3106)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to
purchase all models Buick. Wembley 3903. 10664

ROY GALWAY Ltd., 21, Farm St., Berkeley Sq.
(Grosvenor 4747), urgently desire to purchase

1939 Buick convertible required. Immaculate condition essential.—London Cars. 582-6. Greenford Rd., Greenford, Middx. Waxlow 2645. (2907)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (3904)

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. 10141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offers:—

1939 Cadillac 60 special saloon, colour black.
 Fitted radio.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,
 South Kensington (next to Michelins). Ken. 4458.
 [7300]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 5903. (0665

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. (0437

COLE concessionaires, Langdon & Hartman, Ltd. will

Cadillac Spares and Service
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elzar 7911. 10004

CHEVROLET
SIMPSON'S MOTORS offer:—
1949 first registered Chevrolet 2-door Aeromedan,
exceptional post-war car, fully streamlined,
inmaculate coachwork and interior.

1937 Chevrolet coupe, very latest model, low mileage, cream with red interior, fully equipped, all extras, wing flaps, blinkers, heater, radio, spot-light.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists). Wembley EN9 3JG. 1818

1937 Chevrolet, excellent condition; £285 to clear.

1948 Fleetmaster 4-dr. Saloon, L.h.d., 22,000 miles.
— British & Colonial Motors, Ltd., Upper
St. Martin's Lane, W.C.2. Tem. 3588. 15015

Optional addition, 26,000 miles, absolutely draft-proof, ideal for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial; £1,450.—Apply, Reined Brake Drums, Ltd., 74, High St., London, N.16. [5528]

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 12594.
1558E. Chevrolet Sales and Service

FOR private vehicles only.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5588 (5004)

CHRYSLER

PICKS CAR SALES offer:—

1939 Chrysler 34hp saloon, fitted radio, steering
gear change; £550.
1937 Chrysler 24hp saloon, radio, fine order
throughout; £350.
DICKS CAR SALES, Ltd., 385-401, High Rd., KE-
burn, Maida Vale 688-9. [221]

1948 Chrysler Town and Country saloon, fitted with all extras, costing approx. 4,000 dollars in the States, low mileage.

£285—1937 (reg. 1938) Chrysler Wimbleton de luxe saloon, black, hide interior.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2586]

CHRYSLER drop head foursome coupe, immaculate condition, knee action, springs, overdrive. 1935. [2179]

135, Cricklewood Broadway, N.W.2. Gladstone
1926. 1918

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH-B.M.W.

1938 Type 45 Frazer Nash-B.M.W. cabriolet, new, just completely overhauled and repainted, one owner, silver, new, excellent condition throughout.—Dr. N. J. Bee, Wrangle, Boston, Linx. 1256

39.5 c.c.s.—Frazer Nash-B.M.W. 1936 2-litre Type 55 engine, Marlet pistons and valves, special large sump, vertical Bosch magneto, Andre shock absorbers, good tyres, excellent condition, terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 12764

39.5 c.c.s.—Frazer Nash-B.M.W. (Nov. 1937) 2-litre change, 1st open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 12764

Frazer Nash-B.M.W. Cars Wanted
Rowland Smith, the Frazer Nash-B.M.W. buyers
Hampstead High St. (Hampstead Tube) Ham 6041

BARTLETT—Very interested buyers of Frazer Nash-B.M.W.—27a Penbridge Villas, W.11. Baywater 1953

HEALEY

BROOKLANDS for individuality.
HALEY distributors for London and Home Counties.

DEMONSTRATION and early delivery latest models. Catalogues and details on request.

1950 Healey Silverstone sports 2-seater, red leather, leather speedometer, reading 1000 miles, high-compression pistons, many extras, B.M.T.A. permission to sell.

1949 Healey Sportmobile drop head 4-seater coupe, silver grey, trimmed blue and grey leather, fitted spools, condition throughout.

103 New Bond St., London, W.1. Mayfair 3551 6

GUY SALMON AUTOMOBILES, Ltd. offer:—

1949 Healey Duncan drop head four-seater coupe, genuine 15,000 miles, 1195—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. 18563

CHIFFSTEAD MOTORS Ltd.—See our advertisement under Sports Cars. 18563A

1950 Healey Silverstone, 5,000 miles, perfect, 11275—Anthony Crook, Caterham 11397

1950 (Junel Red Healey Silverstone, 5,000 miles, not raced, beautifully maintained, 11,075. B.M.T.A. permission.

THE NEW CENTRAL GARAGE, Ltd., Carthorpe Works, Loddon, 1122. 12562

1950 (J.A.) Healey standard sports saloon, genuine mileage 4,000, virtually as new.—Thompson-Doxey, Ltd., Motor Agents and Engineers, Sefton St., Southampton. Tel. 2526

Healey Cars Wanted
BARTLETT—Healey saloon, tourist or Silverstone water 0033.

HILLMAN 10

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballarda Leche, North Finchley, N.12. Tel. Hillside 4442

1948 Hillman Minx Mark II, 15,000 miles, 15,000, colour black, leather and cloth upholstery, tested for year, 4760.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballarda Leche, North Finchley, N.12. Tel. Hillside 4442.

CAR MART, Ltd. 19510

1949 50 Hillman Minx Phase IV saloon, 7,000 miles, 4975.

1949 50 Hillman Minx Phase III saloon, 6,000 miles, 4985.

1948 9 Hillman Minx Phase II drop head coupe, 14,000 miles, 720—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. 15922

J. CORYTON, Ltd.

1946 Hillman Minx saloon, very clean, licensed, 149, Fulham Road, S.W.3. Ken 1410. 17700

BROWN'S for Hillmans

1942 Hillman 10hp saloon de luxe, excellent condition, 4465—Brown's Garage, Loughborough 4119 (Tube). 14793

DICKS CAR SALES offer:—

1947 Hillman Minx saloon, one owner, low mileage, 4630.

DICKS CAR SALES, Ltd., 395-401 High Rd., Kilburn, Maiden Vale 6889-9. 11266

J. AYTONS OF OXFORD, offer:—

£650—1947 Hillman Minx saloon de luxe, black with brown leather, in exceptionally good condition throughout, very low mileage, terms if required over 24 months at the quarter day rate.

J. AYTONS OF OXFORD (MOTORS), Ltd., New Road, Oxford, Tel. 351. 12421

H. A. SAUNDERS, Ltd. offer:—

1949 Hillman Minx Phase IV saloon, green with brown leather upholstery, 5,000 miles, 4975.

H. A. SAUNDERS, Ltd., Austin House, 100, North, Hillside 0024. 12540

WARWICK WRIGHT, Ltd. offer:—

1949 Hillman Minx, latest model saloon, black with brown leather, 8,000 miles, 4975.

1949 Hillman Minx 10hp saloon, pastel green with brown leather, 5,000 miles, 4985.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 3700. 11301

WADDINGTON MOTORS, Ltd. offer:—

1949 (Nov.) Mark IV Minx, pastel green, new upholstery, many extras, taxes, 4985-4.

1948 Hillman Minx Phase II saloon, as new, 4775. Portaine Green Rd., N.W.6. Ham. 2211. 1241

HILLMAN 10

S. G. SMITH (MOTORS), Ltd. offer:—

1948 Hillman Minx Phase II saloon, 21,000 miles, exceptional condition, 4765. 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 255-257, Rye Lane, Peckham, S.E.15. New Cross 0460. 11294

MANN EGBERTSON & Co., Ltd. offer:—

1949 Hillman Minx Phase IV saloon, black with leather upholstery, 9,000 miles.

1949 Hillman Minx Phase III saloon, grey with red leather upholstery, 4,000 miles.

14 Berkeley St., London, W.1. Regent 2073. 12656

GORDON CARS (LONDON), Ltd., 1949 Hillman Phase III saloon, blue blue, 15,000 miles—Below

GORDON CARS (LONDON), Ltd., 1949 Hillman Phase II drop head coupe, black, 15,000 miles—Below

GORDON CARS (LONDON), Ltd., 1949 Hillman Phase II saloon, green, 16,000 miles, Gordon House, 373, Euston Road, N.W.1. Euston 6611. 13051

£425 Hillman 10 1939 drop head coupe, in really excellent condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. 150 yards Holland Park Tube. 12435

275 c.c.s.—Hillman 10 de luxe saloon, 1937 but 1940 condition—Aunstrup, 5, Balham High Rd., Balham 1506.

1941 Hillman Minx saloon, black, green leather, very good condition, 4445.—Lee & Tuzer, 14, Esler 1284. 12662

1950 Hillman Minx d. h., 6,000 miles.—British Lane, W.C.2. Tem. 3568. 12996

GOLDERS Green—H. A. Saunders, Ltd., Golders Green, 1949 Hillman Minx saloon, Phase II, 15,000 miles, one owner—Below.

H. A. SAUNDERS, Ltd., Golders Green, 1948 Hillman Minx Phase II saloon, one owner—Below.

H. A. SAUNDERS, Ltd., Golders Green, 1949 Hillman Minx saloon, black, Speedwell 0011. 13065

150 c.c.s.—1934 Hillman 10 saloon, hire purchase terms and exchanges.—Monahan Motors, Ltd., Thornton Heath 5081. 18679

1950 Hillman Minx Mk. IV saloon, 4,000 miles, British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568.

1947 Hillman Minx coupe, 10,000 miles, blue, blue leather, immaculate condition.—Tuckford, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3338. 12457

1949 Hillman Minx Phase III, low mileage, very good condition; 2762—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2271. 12908

1949 Hillman Minx Phase III saloon, 12,000 miles, green, brown leather, beautiful, maintained and taxed year, 4995.—Barnham, Bus St. Edmunds 535. 12950

1948 Phase II Hillman Minx coupe, black with brown leather upholstery, very clean, accept 4755, Jack Road, Ltd., Stafford Rd., Wallington, Surrey, Wallington 667-8. 19273

1933 Hillman 10 4-door saloon, black with brown leather upholstery, 15,000 miles, 4747, Tankard & Smith, Ltd., 97, Peckham Rd., Peckham 1275.

1947 Hillman 10hp drop head coupe, black, fitted with rimeless wheels, in superb condition throughout, 4695.—Wembley Court Motors, High Rd., Arnold 2051. 19547

1948 Hillman Minx Phase II drop head coupe, grey, blue leather, low mileage, 6775.—Hendon Central Garage, Ltd., 44, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. 17522

1949 Hillman Minx saloon, finished pastel green, 12,300 miles, one owner, 4695.—B. J. Hunter, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6641. 12641

£595—Unratable bargain, genuine 1947 Hillman Minx saloon, in really top-to-bottom mechanical order, finished black, especially recommended at the price, first deposit secure. Call, write or phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. 4041 93 lines. Hire purchase, part exchanges, free delivery.

1948 Hillman Minx saloon, Phase II, speedometer 14,000, excellent condition throughout, 4775, also 1946 Hillman Minx saloon, low mileage, excellent condition, 4650 and 1946 Hillman Minx saloon, 4775, 4750—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park 12-12. 11ford 0961. 15196

1948 (April) Hillman Minx drop head coupe, 4-seater, 14,000 miles, only, very pretty car, extra colour black, brown all leather interior, black 1947, 4750—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park 12-12. 11ford 0961. 15196

HILLMAN 14

£450—1939 Hillman 14 saloon de luxe, excellent condition, 4 other Hillmans, 200 other cars, 257, Brixton Hill, S.W.2. Tulse Hill 5664. 12595

HILLMAN 14 saloon, 1939, mileage 40,000, new battery and shock absorbers, clutch, brakes, tested, new black 1947, meticulously maintained and in beautiful condition, 4450, Cobham 1400. 12524

HILLMAN 21

L IMOUSINE Deluxe 1936 2hp, partition, widest occasion, meticulously maintained, private, certified mechanical, 4695.

L. E. SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair, 241. 12609

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee.—139, Kings R. & W.S. Tel. Fax. 4801-5. 10571

Hillman Cars Wanted

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

R ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube), Ham 6041. 10591

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hotchkiss Spares and Service
HOTCHKISS spares and service—Harold Radford & Co. Ltd., sole concessionaires for Great Britain and Northern Ireland. Spares parts and services for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). (1951)

H.R.G.
HAROLD RADFORD & Co. Ltd.,
SOLE distributors for London and Home Counties. New and unused H.R.G. cars available for immediate delivery.
HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, E.W.7. Tel. Kensington 6642 (5 lines). (1109)

H.R.G. Spares and Service
CHARLES POLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6298.

SPARE parts.
SERVICE: 12, Wellesley Ave., W.8. Riv. 1413. (1094)

HUDSON
DICKS CAR SALES offer:—

1939 Hudson 17 saloon, steering gear change, very roomy and economical car, £495.—Below.
DICKS CAR SALES, Ltd., 585-591, High Rd., Kilburn, Middlesex SE6 8JH. (1935)

JOE THOMPSON (MOTORS), Ltd. offer:—
1947 Hudson Commodore 8 saloon, v.h.d., colour green, fitted radio and heater, low mileage, £437. (1947)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (Tel. Kensington 4858)
CASH MOTOR MARK—1937 Hudson 22hp Tickford drop head, heater coupe, steering column gear change, superb—3, Warren St., W.1. Euston 3325. (1750)

17hp 1936 Hudson Terraplane, carefully stored since 1939, guaranteed miles 9,000 only, spare, unused battery, £375.—R. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. 2692. (1985)

295 cc.—Hudson Six (Oct. 1937) 22hp de luxe 6 door saloon, black, fawn cloth upholstery, two spare wheels, colour, colour, steering column gear change, superb—3, Warren St., W.1. Euston 3325. (1775)

WANTED: Hudson Cars Wanted
American body in leather, 1937-9 model, prior to V. 8. Kays, White House, Harwick-in-Burton, nr. Leeds. (1947)

Hudson Spares and Service
SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for London and Home Counties, spares and service: quote chassis number—85-101, Heath Rd., Twickenham, Tel. Popesgrove 1085-6-7. (1056)

CAR MART, Ltd.
1949 Hudson Hawk saloon, 7,000 miles; £1,395. (1949)

1949 Hudson Hawk Super Saloon, heater, 14,000 miles; £1,525. (1949)

1948 Hudson Hawk Super Saloon, radio, heater, 9,000 miles; £1,525.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (1084)

NEWHAMS, Ltd.
1948 Hudson Hawk saloon, black with fawn, excellent condition.
NEWHAMS House, 235-5, R. Hamersmith Rd., London, W.8. Riverside 4646. (7612)

WIMMISH for Hawks.
1949 (Dec.) Hudson Hawk saloon, black with brown trim, 9,000 miles, fitted radio, unmarked, £1,575. (1949)

1948 Hudson Hawk saloon, grey with grey trim, 11,000 miles, immaculate throughout, £1,065. (1948)

WIMMISH, Ltd., 312, Earls Court Rd., S.W.5, R. Fremantle 8401. (1932)

G. P. (BALHAM), Ltd. offer:—
220 cc.—1936 Hudson Hawk 4-door de luxe saloon, excellent condition; a bargain—G. P. Balham, Ltd., 110-12 (100 yds. Clapham South Tube), Bait. 1107-8-9. (1299)

H. A. SAUNDERS, Ltd. offer:—
1948 Hudson Hawk saloon, black with fawn interior, heater, 17,000 miles; £925. (1948)

1949 Hudson Hawk saloon, satin bronze with red leather upholstery, 4,000 miles; £1,450. (1949)

H. A. SAUNDERS, Ltd., Austin House, High Rd., H. North Finchley (100 yds North Finchley 161) Corner, Hillside 0024. (1255)

BROOKLANDS for Individuals.
1947 Hudson Hawk Super Saloon, maroon, leather interior and cloth upholstery, fitted loose covers, radio, heater, 9,000 miles, immaculate throughout, New Bond St., London, W.1. Mayfair 8351-5. (1264)

K. EVILL-DAVIES & MARCH, Ltd.
1939 Hudson Hawk Super Saloon, black, brown upholstery, first-class mechanical condition, recently repaired and retired.
41-42, Hay's Mews, Berkeley Sq., W.1. Tel. 1112. (1712)

CLANFIELD LAWRENCE offer:—
£895.—1946 Hudson Hawk Super Saloon, black with brown leather upholstery—37, High Rd., N.12, Finchley 0091. (1572)

GUY SALMON AUTOMOBILES, Ltd. offer:—
1946 Hudson Hawk saloon; £835.—Portsmouth Rd., Thames Ditton, Emsworth 5551-2-3. (1821)

CHARLES POLLETT, Ltd. offer:—
1949 Hudson Hawk Super Saloon, black, brown leather, one owner, 22,000 miles, completely serviced and guaranteed, £1,525. (1949)

18, Berkeley St., W.1. May 6298.
SERVICE Works and Stores, 12, Wellesley Ave., W.8. Riv. 1413. (1945)

WARWICK WRIGHT, Ltd. offer:—
1949 Hudson Hawk Super Saloon, black, brown leather, heater, 15,000 miles; £1,590. (1949)

1950 Hudson Hawk Super Saloon, black, brown leather, heater, 2,000 miles; £1,960. (1950)

1949 Hudson Hawk 14hp saloon, black, brown leather, 9,000 miles; £1,450. (1949)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. (1206)

GORDON CARS (LONDON), Ltd.—1949 Hudson Hawk Super Saloon, black, excellent condition.—Below.
GORDON CARS (LONDON), Ltd.—1948 Hudson Hawk Super Saloon, black, excellent condition.—Below. (1949)

G. Snipe saloon, black, perfect order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (1949)

HUMBER saloon, 24hp, 1934, good running order; £175; offers or exchange.—7, Radcliffe Rd., Croydon 1503. (1207)

1949 Hudson Hawk, 1st reg. 21,124,000, pastel green, radiomobile, as new, 14,900 miles; £1,525. (1949)

NICHOLLS & SONS, Ltd., St. Mary's Square, Bedford, Tel. 5363. (1279)

IMPERIAL Motors, Ltd., 27th saloon, 1939 series, apolite coachwork in black, 200 miles since overhaul, 1939 series, £495. (1939)

W. COOK, Ltd., 1936-6, West End Lane, N.W.6, Hampstead 1177. (1297)

1948 Hudson Hawk Super, black, loose covers, radio and heater, perfect condition; £1,100. (1948)

CARRIS, MOTORS, Ltd., Lewisham Bridge, S.E.13, 1939 series, £495. (1291)

GOLDERS GREEN, H. A. Saunders, Ltd., Golders Green, 1948 Hudson Hawk, black, 1st reg. 21,124,000, as new, 14,900 miles; £1,525.—Below. (1948)

H. 21 saloon—Speedwell 0011.
1947 (Oct.) Hudson Hawk saloon, grey/grey interior, 1 owner only and very well kept, 3 months' service, guaranteed, £500. (1947)

TANKARD & SMITH, Ltd., 286, High Rd., S. Tottenham, S.E.6. 3291-3-5. (1249)

1950 Hudson Hawk saloon, 9,000 miles, radio—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3596. (1012)

1950 Hudson Hawk Super Saloon, 6,000 miles, radio—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3596. (1013)

HUMBER Pullman 27hp (January 1949) full 8-seater limousine, genuine mileage 54,000, in excellent order throughout, very spacious, £1,650. (1949)

L. YNE, FRANK & WAGSTAFF, Ltd., 8-5, Crouch End Hill, N.15. Mountview 4421. (1055)

1934 (Nov.) Hudson limousine, 24hp, 47,000 miles, excellent condition, chauffeur driven, one owner, aged 95; £300.—Tel. Shoreditch 6232. (1209)

1949 Hudson Hawk Super, metallic grey, grey leather, H.M.V. radio, heater, low mileage, one owner; £1,525.—Odeno Motors, Ltd., Barnet 4130. (1016)

1949 Hudson limousine 17,000 miles, unmarked; £1,650.—Clayton's Car Sales, Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). (1253)

HUMBER Super Saloon, registered 1948, immaculate condition; £1,150.—Apply 177, Green Lanes, Palmers Green, N.13. Callers after 7 p.m., phone Box 2867. (1209)

1950 model Hudson Hawk Super Saloon four-door coupe by Tickford, metallic grey, 4,000 miles, £1,995.—Jack Odling, North Audley St., W.1. May 5245. (1264)

1948 Hudson Hawk, bronze, mileage 9,000, as new throughout, trade enquiries welcomed.—H. P. Paul, Ltd., 33, Bruton Place, W.1. Mayfair 0821/2. (1012)

HUMBER Pullman enclosed limousine, black, Sept. 1947, chauffeur driven, maintained in Routes, mileage 25,120.—Associated British Cinemas, Gerrard 9234. (1276)

795 cc.—Hudson Hawk (Mar. 1947) 14hp saloon, black, sliding head leather and cloth upholstery, carefully used, excellent condition, terms, exchange, 1948—Hudson Hawk Super 1940 (reg. Feb. 1942) head blue leather, Philco radio, heater, road tyres, carefully used, excellent condition, terms, exchange, 1st open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (2781)

1947 Hudson Hawk 6-4r. limousine, in show-luxe first-class mechanical condition, coachwork as new throughout, offered with new car guarantee, unserviceable, £1,675. (1947)

1950 (Jan.) Hudson Hawk saloon, 9,000 miles, black, brown leather, heater, exceptional condition throughout, £550.—R. Mead (Sales) & Co. (Bton.), Ltd., 39-40, Old Street, Euston 2810-3. (1293)

1939 Hudson Hawk Super Saloon, 21hp, taxed year, black with red leather upholstery, chauffeur kept, exceptional condition throughout, £550.—R. Mead (Sales) & Co. (Bton.), Ltd., 39-40, Old Street, Euston 2810-3. (1293)

NAYLOR & ROOT, Ltd.—1948 Hudson Hawk Super Saloon, black, fawn interior, 15,000 miles, excellent performance; £1,075, 5 months' guarantee, choice of 250 quality car demonstrations within 100 miles. Terms available—25, East Hill, S.W.16. Bait. 5272. Open 9-4 each week-day, including Saturdays. (1948)

1949 Hudson Hawk saloon, pastel green, 2,100 worth of extras, including H.M.V. radio, heater, loose covers, twin spot lamps, chrome ladder bar, etc., genuine mileage 1,800, one owner, very absolutely unmarked, £1,395.—R. & F. Grady, Ltd., 154, Red Lion Square, Watford, B.8. 4354. (1295)

£650.—1940 Hudson 16 de luxe saloon, in immaculate original condition throughout, first registered 1940 and maintained regardless of cost, similar to 1948 model, large luggage boot at rear. Acres Autos, 10 & 11, Acacia Parade, Clapham Park Road, S.W.4. 2 minutes from Clapham North Underground. Tel. Macclesley 5762 and Bat. 2875. (1259)

WALTER SCOTT Ltd.—Humber Pullman 7-passenger limousine, dark blue, frontally reasonable condition, complete luxury equipment, though having covered only 16,200 miles for one private owner since late 1937, the condition throughout is really incredible and can only be appreciated by inspection and trial, obviously unequippable, £250, one machine, terms 10. Collier Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Fri. 5914. (1269)

A & S. Display exceptional range modern Humber, L. LIMOUSINES 1946/47/1948, partition, widest occasion, black, exceptional carriage, carefully maintained, certified mechanically.—Below. (1946)

1949 Limousine (Phase II) partition, wide occasion, black, small mileage, excellent condition, £1,625. See. (1949)

A. PROVIDENCE COURT, Grosvenor Square, Mayfair 2341. (1213)

Number Cars Wanted
R. ROOTS, Ltd. (1947)

DISTRIBUTORS.
REQUIRE modern low-mileage Humber cars. (1947)

BIRMINGHAM—Lower Temple St. (Central 8811)
MANCHESTER—123, Deansgate. (Blackfriars 6677)

MAIDSTONE.—(Maidstone 3535)
CARDIFF.—(Cardiff 2322)

ROCHESTER.—(Chatham 2211)
WROTHAM Heath.—(Borough Green 4)

ROOTS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1019)

R. ROWLAND SMITH'S, the Humber buyers—Hampstead Hill 68, (Hampstead Tube), Barnet 6041. (1947)

CASH immediately for good Humber.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0312, 1940. (1947)

I NEEDED post-war Humber immediately.—Fortune, 17 Acton Road, S.W.7. Tel. Hill 1286 (day). (0799)

CASH buyers of low-mileage Humber Hawks; distance no object.—Huttons, Lord St., Southport, Tel. 2266. (0793)

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3598. (1948)

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 160-162, Newhall St., Birmingham, and Lower Temple St. Birmingham, 2. (1006)

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co. Ltd., The Humber Distributors' Parliament St., Nottingham, Tel. 46361. (1955)

Number Spares and Service
GEAR boxes—H. & A. Engineering, 25, Grant Rd., Addiscombe, Tel. Add 2351. (0794)

THE Humber Specialists for all spares.—Ring Road, 3637. See advert. under Parts & Accessories. (1954)

JAGUAR
BROWN'S for Jaguars. (1947)

1939 Jaguar 14-litre saloon de luxe, immaculate condition, £575. (1939)

1939 Jaguar 14-litre drophead four-door, excellent condition; £455.—Brown's Garage, Loughton (Essex) 4119 (Tube). (1417)

DICKS CAR SALES offer:—
1938 S.S. 100 31-litre 2-seater, highly tuned, genuine S.S. car, £550.—Below. (1938)

1937 S.S. 100 21-litre 2-seater, very fast, special body, £375. (1937)

DICKS CAR SALES, Ltd., 585-591, High Rd., Kilburn, Middlesex SE6 8JH. (1014)

TOM GARNER, Ltd. offer:—
1949 Jaguar 14-litre special equipment saloon, suede green with green leather, radio, d.f.c., 10,000 miles. (1949)

T. 2, Blackfriars 9265-6. (1245)

949 Morris Minor, green. 7,000 miles.—4. Brick St., Park Lane, London, W.1. Grovener: 13021

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1931 MORRIS FOURTEEN
Morris 14 saloon, 14hp; £50.—The Cooden Engineering Co., Ltd., Beaulieu, Tel. (2936)

375 Jns.—1939 Morris 14 4-door de luxe saloon, black, brown hide upholstery, moose car; £135 deposit.—George Clarke (Motors), Ltd., 278, Briston Hill, S.W.2. Tulse Hill 2211. (1051)

1939 Morris 14 saloon de luxe, black, excellent condition throughout, an ideal car for business and pleasure, bargain, £395.—M.B. Motors, 386, New Cross Rd., London, S.E.4. Tideway 3779. (1919)

1935 Morris 16hp saloon, one owner only since 1935 and has been well maintained, excellent mechanical condition and body in very good condition, £180.—

TANKARD & SMITH, Ltd., 226, High Rd., E. Tottenham, Ham. Sta. 3291-2-3. (2441)

£150 MORRIS EIGHTEEN
—Morris 18 saloon, 1935, recently overhauled, 7, Radcliffe Rd., Croydon 1503. (2977)

1937 Morris 18 saloon, 4-speed, remarkable condition throughout for year; £365.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (1269)

MORRIS OXFORD
CAR MART, Ltd.

1949 Morris Oxford saloon, 7,000 miles; £365.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (3078)

ROUNDABOUT offer:—

R 1949 (June) Morris Oxford, 13,000 miles, one owner, colour green, as new; £350.

ROUNDABOUT GARAGE, Western Ave., Greenford, A. Middlesex, Tel. 071-5. (256)

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, grey with beige upholstery, 6,000 miles, fitted heater.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Tally Ho) Corner, Hillside 0024. (2344)

1949 Morris Oxford saloon; £365.—Blue Star Garage, 617, Finchley Rd., N.W.3. (2584)

1949 (July) Morris Oxford, green, as new, mileage 9,000; £345.—Cranmore, Tel. 2040 Putters Bar. (3979)

1950 Type Morris Oxford saloon, maroon with maroon leather, 11,000 miles, fitted heater, as new; £365.

ROBERTS, 96-98, Upper Richmond Rd., East Putney, S.W.15, Tel. 4501. (1416)

1950 model Morris Oxford, bottle green with green leather upholstery, 4,000 miles, car absolutely as new.

G. R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4355. (3158)

CASHE MOTOR MART—1949 Morris Oxford saloon, 5,000 miles, immaculate. Written guarantee—5, Warren St., W.1. Edmon 4111. (2610)

1950 Morris Oxford, colour maroon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5595. (2556)

1949 Morris Oxford, low mileage, immaculate condition; £365; trade enquiries invited.—Arsenal Garage, Ltd., 217, Blackstock Rd., N.5. (2590)

4500 Miles—1949 (July) Morris Oxford saloon, black Ernest Austin, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (2375)

1949 (March) Morris Oxford saloon, green, fawn upholstery, absolutely unmarked, written guarantee, terms, cashless.—H. P. Edwards, 154, Ot. Titchfield St., W.1. Langham 6012. (3125)

ELWYN MOTORS have pleasure in offering to the unsuccessful car buyer a 1934 Morris Oxford, scarcely used by one extremely careful owner; this incomparable vehicle is indisputable from new and is fitted with a large spacious 4-door body, finished in black cellulose highly marked. The luxurious and immaculate interior has to be seen to be believed and appreciated; excellent Michelin tyres, original tool kit and instruction book, together with proof of long storage completes this brief description. In fact, a new car 17 years old, first £265 secure. Write, call or telephone. Tel. Hill 7752. 12, Leinster St., W.1. Opposite Streatham Hill Station. (3129)

Morris Oxford Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. (3078)

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). (10740)

MIDDLESEX MOTORS, Ltd., Station Rd., Harrow, wish to purchase Morris Oxford saloons.—Tel. Harrow 0222. (2637)

MORRIS SIX

CAR MART, Ltd.
—Morris Six saloon, radio, 4,000 miles; £1,195.
—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. (3060)

PHILIP RICKARDS, Ltd., offer:—
1949 Morris six, maroon/beige, 12,000 miles.—4, Brick St., Park Lane, London, W.1. Evers 4772-3. (3023)

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Six saloon, black with brown upholstery, 600 miles; £1,275.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Tally Ho) Corner, Hillside 0024. (2347)

MORRIS SIX
GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1949 Morris Six saloon, black, 7,000 miles. Speedwell 0011.

H. A. SAUNDERS, Ltd. Golders Green—1949 Morris Six saloon, green, 9,000 miles.—Speedwell 0011. (3066)

7000 miles, 1949 (Oct.) Morris Six saloon, maroon—Ernest Austin, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (2960)

1950 Morris Six saloon, black, mileage 11,000, with heater, radio, overriders, oil cool, for lamp, front armrests, etc., privately owned, condition immaculate, available February 9th; £1,125.—MacLaren, Oxford House, Rufford, Notts. (2296)

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris Six, 108 and 124 from their vast stock of over 200 used cars, all subject to three months' written guarantee—199, King's Rd., S.W.3. Tel. Flax 4601-3. (3079)

MORRIS car, 8hp and 10hp, 1947 and 1946 models, in nice condition, always available, ask us to send you full particulars.—Mauden of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. (10105)

Morris Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Morris buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (0980)

MORRIS wanted—Smith's, 66, Chalk Farm, N.W.1. Tel. 2767. (1924)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. (0670)

CASH immediately for good Morris—H. P. Edwards, 154, Ot. Titchfield St., W.1. Langham 6012. (3110)

1950 preferably, but nominal mileage 1948 would suit.—White Angus, 24, Lyndhurst Rd., London, N.W.3. (1040)

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Nations, Lord St., Southampton. Tel. 2268. (0798)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris dealers, require cars in first-class condition, Mayfair 5422. (0614)

WE are cash buyers of all Morris post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Baiton 7751. (1040)

APPROACH us first before disposing of your Morris A.15, Tandem & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. (2443)

Morris Spares and Service

DALTON MOTORS for Morris buyers and spares, 1934-49 models.—517, Kingsland Rd., Dalston, E.8. Clissold 4913. (3149)

FOR Morris mudguards, running boards, 1934-49.—Brooks and Co., Frederick Place, Brighton. Brighton 21147. (0364)

SIMPSON'S MOTORS offer:—

1947 Nash, genuine post-war car, right-hand drive, radio and heater, seat covers, white wall spats, moderate low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 3903. (0655)

1950 supercharged Norton roadster, grey with red leather, 10,000 miles; this car is basically a Ford Perfect which has been modified throughout and fitted with a 2-seater body, similar in appearance to an Allard; equipment includes rev counter, large speedometer, 10-speed tank, coil spring wheel, remote control gear lever, etc.; attractive appearance and excellent running; £335.—H.P. Edwards, 154, Ot. Titchfield St., W.1. Langham 6012. (3125)

OLDSMOBILE

DISTRIBUTORS (RAWLINS), Ltd., Sales, Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 350-1. (10119)

1936 6-cyl Oldsmobile saloon in really good order: £1,365.

DISTRIBUTORS (RAWLINS), Ltd., Blindley Heath, Nr. Lingfield, Surrey. (10119)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Leinster St., W.1. Tel. 7752. (3129)

1938 Oldsmobile 6 drop head coupe with dicky, revalued and given most attractive car with superb performance, has extra occasional seats for two behind driver, bargain £365.—Traynor Motor Ltd., of East Ham, Grangeview 2530. (3135)

THE MALL HOUSE MOTA Co. offer:—

1938 Opel saloon, fitted radio; £275; exchanges, hire purchase.—117, High St., Wandsworth, E.11. Tel. Wandsworth 1337. (19673)

Opel Cade! 11/5/1938 saloon, good order; inspection invited; £160; terms, exchange.—Pri. 2647. (23510)

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (0980)

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—337, B. Hill, N.W.3. Tel. 3464. (10508)

Opel Spares and Service

MAYNOR MOTORS, Ltd. distributors: Opel spare parts and reconditioned engine service—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch lining valves, spring piston rings, Opel Cade! stockwell and pumps, none in stock, quotation only. S.W.9. Bri. 6251. (0793)

PACKARD

HAROLD RADFORD & Co. Ltd.

1947 (first registered) Packard Super 8 limousine, £10 tax, electrically operated division.

HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6443. (15113)

JOE THOMPSON (MOTORS), Ltd., offer:—

1939 Packard 6 drop head coupe, colour black, low mileage.

1937 Packard 120 saloon; £325.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4656. (2565)

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. (1082)

£295—Packard Super 8 7-seater enclosed drive big middle limousine, good condition.—Le Grue 5, 107, Old Brompton Rd., S.W.7. Ken. 2477. (1289)

£250—1936 Packard model 120 27hp 8-cylinder, resparsed, immaculate, perfect, fair tyres, Monahan Motors, 534, London Rd., Thornton Heath 5081. (1513)

1947 Packard Super de Luxe Clipper, r.h. drive, radio, heater, covers, 23,000 miles, magnificent condition, £2,250.—J. F. Crawley, 46, Kensington Court, W.8. Western 6011. (1948)

1948 Packard Super 8 saloon, full de luxe equipment, radio and heater, low mileage, immaculate condition.—Edmond (Motors), Ham. 6041, S.W.1. Tel. Ealing 3557, 5970. (19012)

1934 Super 8 limousine (3 to choose from), since 1935, Ltd., 132 every 22hp, 22hp, 22hp, during war, used only for high-class local trips, engine, body and upholstery all in lovely condition, especially big middle seats to take 3 passengers, Dunlop wheels and seats, £450 to £500, owner giving up business, 163, Elmhurst, Eltham, Square, Windermer. (1520)

A&S Display exceptional range modern Packards, certified mechanically, reasonable cost.

IMOUSINE, 1837 St. 132 every 22hp, 22hp, 22hp, a slight occasional, selection carriages, reasonable cost.

A LPE & BAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair—541. (1508)

PACKARD CARS WANTED

CASH immediately for good Packard.—H. P. Edwards, 154, Ot. Titchfield St., W.1. Langham 6012. (3110)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. (0671)

ROWLAND SMITH'S, the Packard buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelin), S. Kensington. Kensington 4656.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard 120 sole concessionaires, require good low mileage Packard cars (Great West Rd., Brentford, Middlesex). Ealing 3400. (1082)

PACKARD SPARES AND SERVICE

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelin), S. Kensington. Kensington 4656. (10928)

LEONARD WILLIAMS & Co. (1940), Ltd., Packard 120 sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (1082)

PEUGEOT

PEUGEOT hand built saloon, 1948, 12hp, l.h. drive, beige radio, £750.—Francis, 55, Dalmore Rd., S.21. Gipsy Hill 2230. (2477)

PONTIAC

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4656.

ARCHIE SIMONS & Co. Ltd.—1940 Pontiac 48hp 4 saloon, colour blue, cloth upholstery throughout, £325.—94, Ot. Portland St., W.1. Len. 1943. (12951)

PONTIAC CARS WANTED

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. (0672)

RACING CARS

COOPER 500cc complete with 4-stud J.A.P. motor, ready to race, £525.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1834.

LEFT agents for Kent and Sussex, see under sports cars.—Richards & Brown. (2253)

1950 500cc Cooper in perfect order, £325, complete with nearly new 500cc J.A.P. motor, or would suit for road and racing. Cash or either way.

THE NEW CENTRAL GARAGE, Ltd., Cartburth Works, Liskeard. Tel. Liskeard 3122. (2507)

BLACK Lightning Vincent H.R.D. dope engine, undergoing major's inspection, perfect condition, £250 or offer.—Pybus, Sherfield, Romsey, Hants. (2361)

COOPERS GARAGE (SURREY), Ltd., of Surbiton, Tel. Kim. 3536, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. (0831)

RIFT 500cc, 1950 model, only raced three times, perfect in every way, complete with gear box and less engine, £325.—Les Leston, 192, Grove End Road, N.W.6. Cunningham 3570. (1232)

FRAZER Nash Shelby 'win blower single-seater, ex. Aikin car, chassis in perfect condition, new racing tyres, also new twin wheels and tyres, engine dismantled to inspect, best value, require advice, however, unused since specialists' overhaul at cost of £40; price, £325.—Kemp-Pace, Evergreen Service Station, Slansay, Tel. Chichester 2611. (2794)

Racing Cars Wanted

COOPER trailer required.—Details to J. W. Cox, Salford, Birmingham. (2616)

102 DIVISION, Seasonals and Footrests. £625.—Day
 (1556)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Rover 14 6-light saloon; £450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth

1937 Rover 14 saloon, magnificent, guaranteed; £500; payments—Vaughan, 17, Astwood

Mews, S.W.7, Tel. 1519.

1935 Rover 14 saloon, black in good condition

throughout, any trial bargain; £275.—Wen-

bley Court Motors, High Rd., Wembley, Arnold 5221-2.

£475—Rover 14hp 1938 4-door black saloon,

excellent condition throughout, present

owner cannot accommodate this size of car on

premises.—Tel. New Cross 4276.

425 ens.—Rover 14 1939 de luxe 4-door saloon,

black, sliding head, blue leather, (used

terms; exchanges; etc. open 9-5 week-days and Sat-

days.—Rowand Smith, Hampton (Hampton Tube)

Hamstead 6061.

ROVER 16

NEWNHAM, Ltd.

1946 Rover 16 saloon, black, with brown, ex-

cellent condition, £499.

NEWNHAM, Ltd., 235-7-9, Hamersmith Rd., Lon-

don, W.6. Riverside 4646.

DICKS CAR SALES offer:—

1938 Rover 16 saloon, fitted radio, discs, etc.; £475.

1938 Rover 16 saloon, highly tuned, carefully used;

£450.

DICKS CAR SALES, Ltd., 383-391, High Rd., Kil-

burn, Mid. 6986-9.

ARCHIE SIMONS & Co., Ltd.—1938 Rover 16hp

saloon, £495.—94, Ot. Portland Rd., W.1. Lan-

1941.

1946 (Dec.) Rover 16 saloon, black, brown leather,

radio, unmarked.—Tucker, Ltd., 4, Upper

St. Martin's Lane, W.C.2. Temple Bar 3356.

1947 Rover 16hp 6-light saloon, black with brown

cloth, excellent, low mileage; £1,125.—

Woking Motors (Maybury Hill), Ltd., Woking 1928.

WALTER SCOTT, Ltd.—1938 Rover 16 saloon, black

excellent condition, one owner; £445.—39, Colne

Consent, Hampton, N.W.3 (Riverside Cottage) Tel.

5914.

BRUTONS, Ltd., offer:—1938 Rover 16 saloon, saloon

grey with blue upholstery, £250 recent overhaul,

tyres as new, land, whole car in superb order.—13-14,

Oster Mews, Empress's Gate, S.W.7. Western 1242.

ROVER 20

TANKARD & SMITH, Ltd., offer: 1938 Rover 20 sports

saloon, in black with brown leather, coachwork

and interior in very fine condition, mechanically fault-

less, obviously carefully maintained by previous owner;

£525; 3 months' written guarantee; also 200 guaranteed

used cars of all makes.—198, Kings Rd., S.W.3. Tel.

Fickman 3801-5.

ROVER 60 & 75

WARWICK WRIGHT, Ltd., offer:—

1949 (1950) Rover 75 P.4 saloon, black, green

leather, radio and heater, 7,000 miles;

£1,095.

1949 Rover 75 sports saloon, grey, green leather,

radio and heater, 8,000 miles; £1,625.

WARWICK WRIGHT, Ltd., 150, Bond St., W.1

Mayfair 9761.

CHARLES RICKARDS, Ltd., offer:—

1949 (Aug.) Rover 75 sports saloon, black, fitted

H.M.V. radio and heater, mileage 10,000, one

owner and chauffeur maintained, faultless condition

throughout; £1,575.

56 Baywater Rd., W.2 (next door Lancaster Gate

Tube Station), Tel. Paddington 1-20.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Rover Mark IV, black with red leather, radio,

heater, 3,000 miles; £1,575.

1948 Rover 75, black and grey, 10,000 miles;

£1,575.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth

1949 Rover 75 saloon, black, in good condition

throughout, any trial bargain; £275.—Wen-

bley Court Motors, High Rd., Wembley, Arnold 5221-2.

1949 (Jan.) Rover 75 sports saloon, black, 11,000

miles; £1,575.—Wards of Putney, 72, West

Hill, S.W.15. Vandyke 1533.

1948 Rover 75 sports saloon, black, radio, heater,

10,000 miles.—Tucker, Ltd., 4, Upper

St. Martin's Lane, W.C.2. Temple Bar 3356.

1948 Rover 60 saloon, black, grey leather,

radio, 11,000 miles.—Tucker, Ltd., 4,

Upper St. Martin's Lane, W.C.2. Temple Bar 3356.

1948 (Dec.) Rover 75 saloon, black, green leather,

interior speedo, radio, 11,000 miles.—Rowand

Smith, Hampton (Hampton Tube) Hamstead 6061.

1948 (Dec.) Rover 75 saloon, black, green leather,

interior speedo, radio, 11,000 miles.—Rowand

Smith, Hampton (Hampton Tube) Hamstead 6061.

ROVER 60 & 75

1949 Rover 75 excellent condition, heater; £1,325;

private sale.—Lab. 2676 evenings.

CAMDEN MOTORS—Rover 75 saloon de luxe (June,

1949), black coachwork, with maroon leather,

heater, etc.—one owner only, genuine low mileage model,

no essential petrol drawn, outstanding value for money

at £1,550.

CAMDEN MOTORS—Rover 75 sportsman's 4-light

saloon, 1949, fitted H.M.V. radio and heater, most

popular model of the 75 range, magnificent appearance,

maroon coachwork, virtually unmarked, leather upholstery

in excellent condition, another low-

mileage Rover; £1,395.

CAMDEN MOTORS—Rover 75 saloon de luxe, 1949,

the pick of our entire stock of over 50 Rovers, which

includes all 75s, speeds reading 8,950, but definitely

looks under 4,000, sensibly immaculate in every detail,

we think this Rover defies comparison, of the original

Avon type the spare parts has not even been used,

H.M.V. radio and heater, any test, trial or inspection by

A.A. R.A.C. of kindred authority; £1,550.

CAMDEN MOTORS—Rover 75 sportsman's saloon,

£1,949, 4-light model, one owner only since new, black

with green leather, radio, heater, very carefully

driven and maintained solely by distributors since new,

outstanding opportunity at £1,495.

CAMDEN MOTORS—Rover Specialists, Lake St.

C. Leighton Buzzard, Beds. Tel. 2041 (five lines).

Latest Rover 75s fully guaranteed and Rover 75s in the

country. Two other 75s and over 50 other Rovers in our

showrooms ready for immediate purchase. See selection

in our other advert. under "Rover Miscellaneous."

Write for post free catalogue. Easy and confidential hire-

purchase facilities. Part exchange. Free delivery and

where in the United Kingdom. Purchasers' fares re-

funded from any part of the country. Showrooms open

9 a.m. to 8 p.m. Mondays to Saturdays.

NAYLOR & ROOT, Ltd.—1949 Rover 60 saloon, black

green leather, 19,000 miles, 1 very careful owner, any

trial; £1,245 6 months' guarantee; choice of 250 quality

cars, demonstrations within 100 miles; test available.

—25, East Hill, S.W.16. Bait. 3272. Open 9-6 car-

weekdays including Saturdays.

1949 (September) Rover 75 sports saloon, black

with fine grey hide upholstery, built-in

H.M.V. radio, heater, de-misters, air conditioning, a

luxury car with high economical performance, in

immaculate condition throughout, offered at the

low figure of £1,425.—Price, 10, Waterloo Rd., Blith

151, Northampton.

LAND-ROVER

1949 Land-Rover, low mileage, excellent condition;

£555.—Rout Automobiles, Ltd., 127, Park

Way, N.W.1. Euston 2700.

1949 Land-Rover 19,000 miles, exceptionally good

condition; £595.—R. S. Mend (Sales), Ltd.,

26-42, Queen St., Maidenhead, Berks. Tel. Maidenhead

11276.

ROVER MISCELLANEOUS

CAMDEN MOTORS—Rover 10hp saloon de luxe, 1937,

late registration, sound coachwork, good leather in-

terior, just fitted three new tyres, opportunity at £395.

CAMDEN MOTORS—Rover 10hp saloon, 1938, very

luxurious in appearance, Rover condition very good for

a pre-war car, with just little little engine; £265.

CAMDEN MOTORS—Rover 10hp saloon de luxe, 1940,

active, black grey coachwork with blue leather,

post-war type instruments and features, excellent condi-

tion, £400.

CAMDEN MOTORS—Rover 10hp saloon de luxe (July,

1946), lady owner, regularly serviced by Rover distri-

butors since new, top-top order throughout; £695.

CAMDEN MOTORS—Rover 10hp saloon de luxe, 1947,

black, brown leather, condition just as one would

expect in a low mileage car, which has been pro-

maintained and carefully driven by one owner, ex-

cellent opportunity at £275.

CAMDEN MOTORS—Rover 12hp sportsman's saloon,

1939, 4-light model, late registration, very modern

looking car, clean finish and good all round mechanical

order; £595.

CAMDEN MOTORS—Rover 12hp sports saloon, 1939,

one owner since new, attractive metallic red finish,

a well maintained car, fitted brand new set of Avon tyres

and Arg discs; £595.

CAMDEN MOTORS—Rover 12hp sportsman's 4-light

saloon, 1940, finished in Rover green with green

leather, identical to post-war model, whole car in most

outstanding condition, coachwork and general me-

chanical order show only signs of most careful treatment by

previous owner; £695.

CAMDEN MOTORS—Rover 12hp saloon de luxe, 1947,

in excellent condition throughout, condition of

coachwork and interior (leather) literally leave little to

be desired, engine just reworked, including decarbonizing

by Rover distributors, small mileage, no suppl-

imentary petrol drawn, outstanding opportunity at £1,050.

CAMDEN MOTORS—Rover 14hp sportsman's 4-light

saloon, 1940, very desirable car, beautiful lines and

appearance, stored six years, moderate mileage, main

entry; £695.

CAMDEN MOTORS—Rover 75. See our separate

advert. under Rover 75 classification. Six Rover

75s in stock.

CAMDEN MOTORS—Rover 20 sportsman's saloon,

£1,095, very scarce model, original coachwork finished

deep maroon, many special features, superb performance;

£250. Choice of three others from £275.

CAMDEN MOTORS—Rover Specialists, Lake St.

C. Leighton Buzzard, Beds. Tel. 2041 (five lines).

Latest stock of fully guaranteed Rovers in the country

at prices from £245 to latest type model at £1,745.

Write for post free catalogue. Easy and confidential

hire purchase facilities. Part exchange. Free delivery

anywhere in the United Kingdom. Purchasers' fares re-

funded from any part of the country. Showrooms open

9 a.m. to 8 p.m. Mondays to Saturdays.

ROVER MISCELLANEOUS

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Greenover

2267).

HENLY House, 385, Euston Rd., N.W.1. (Euston

4147).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristo: 21326).

BOURNEMOUTH (Bournemouth 6314).

NOTTINGHAM (Nottingham 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7731).

HOUSLOW (Houslow 3454).

FITCHLEY (Fitchley 0081).

GREAT WEST RD. (Hilling 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents.

BEARDS of Kingston, Rover specialists, sales, repairs,

repairs.—102, London Rd., Kingston, Kingston 3548.

R. P. POWELL MOTORS, Ltd., for Rover Cars, 31

East London main agents, 301, Romford Rd., Rom-

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PERFORMANCE—1939 Oldsmobile, 24-hp. 1935, small mileage since complete overhaul, costing £250 to engine, steering and springs, etc., new battery, tyres, 2 Zenith carburetors, oil coil, Wipac filters, A.C. petrol pump, in perfect condition. 80 mph. 20 mpg. one meticulous owner, taxed to December 31, 1950—45, Grosvenor Gardens, Southgate, N.14. Tel. 1547. (1950)

SPORTS CARS WANTED
A. L. BARNES, S.W.11. Riverside 6436. (1950)

SPORTS CARS WANTED
S.S. Airline sports saloon, 24-hp. 1935, small mileage since complete overhaul, costing £250 to engine, steering and springs, etc., new battery, tyres, 2 Zenith carburetors, oil coil, Wipac filters, A.C. petrol pump, in perfect condition. 80 mph. 20 mpg. one meticulous owner, taxed to December 31, 1950—45, Grosvenor Gardens, Southgate, N.14. Tel. 1547. (1950)

R. ROWLAND SMITH'S the S.B. buyers—Hampstead R. 631 St. (Hampstead Tube), Ham. 6041. (1948)

STANDARD 8
THE MALL HOUSE MOTOR CO., offer—

1939 Standard 8 saloon, £295; exchanges, hire purchase—117, High St., Warrington. (1949)

1947 Standard 8 saloon, grey, speed 28.000, very nice car, £495.
F. FARRAR'S OF CRYSTALWOOD, Ltd., 200-202, Cricklewood Broadway, N.W.2. Tel. 2334. (1950)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1947 Standard 8 saloon, black, Speedwell 0011. (1949)

L. F. DOVE offer 1946 Standard 8 saloon, grey, one owner, very nice condition, £475.—69, Broadway, Wimbledon, S.W.19. Tel. 3456. (1946)

1947 Standard 8 saloon, grey, blue upholstery, superb condition, £465.—Northway Garage, Swiss Cottage, N.W.3. Primrose 1127. (1950)

1940 Standard 8 de luxe saloon, black, in excellent order, one owner, 35,000 miles, 5 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 168, Priory Rd., Hurnsey, Mousley, Essex and 974. (1950)

1946 Standard 8 saloon, immaculate, £450.—Hendon Central Garage, Ltd., 44-46, Hendon Way, Hendon Central, N.W.4. Tel. Hendon 1423-1. (1946)

1939 Standard Flying 8 saloon, blue, very clean and reliable car, £310.—Garage Service Co., Rood Lane, Golders Green, N.W.11. Speedwell 3433. (1939)

1947 (December) Standard 8 saloon, grey/blue leather, 9,000 miles, as new, £355.—L. F. Dove, Ltd., The Mid-Surrey Car Centre, Guildford Rd., Woking, 1282. (1947)

1946 Standard 8 saloon, grey, blue leather upholstery, whole car, £435.—Beynon & Clements, Ltd., 55, Watford Way, Hendon Central, N.W.4. Hendon 2146. (1946)

STANDARD 8 (October, 1937) in perfect mechanical condition, tyres new all round, wood leather, 6,235.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2. (Paddington station), Ambassador 1061-2. (1937)

1939 Standard 8 four-door coupe, reconditioned engine 1947, 15,500 miles, overhauled 1949, £30; first-class mechanically and looks good; black with blue upholstery; two owners, seen London; £325.—Bus 6432. (1939)

1940 Standard 8 de luxe saloon, black with blue leather upholstery, in first-class mechanical condition, the bodywork is exceptionally clean, £325.—Tandark & Sons, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (1940)

445 ens.—Standard 8, 1946, four-door, grey, blue leather, small mileage, carefully used, excellent condition, taxed; terms; exchanges; last, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1946)

£515—Standard 8 four-door drop head coupe, never driven over 40 m.p.h., genuine low-mileage car, used at weekends only, 50 essential petrol ever driven, original tyres, spare only used once; call, write or phone.
C. YAMDEN MOTORS, Lake Rd., Leighton Buzzard, Beds. (Tel. 2041 (5 lines)). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase, part exchange. Free delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. (1948)

ONE owner; 1939 Standard 8 saloon, blue, sum, roof, blue leather, stored 6 years, just had first change of tyres; bodywork in very sound condition, original cellulose except for touch-up, and interior in excellent condition; one of best very good, leather interior virtually as new, genuine value, £450.—terms and exchanges.
DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 5130. (1948)

1936 Standard 9 saloon, clean, smp. £195; terms, exchanges, insurance.—Purley 1054. (1936)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1939 Standard 9 saloon, Speedwell 0011. (1939)

1939 Standard 9 saloon, repainted black, nice condition, £250, terms and exchanges—15, Ferze Rye, 495, Fulham Rd., S.W.6. Tel. Fulham 5645. (1939)

STANDARD 10
1939 Standard 10 4-door saloon, excellent order throughout; £365.—Hastings, Ladbroke 1155. (1939)

1939 Standard 10 saloon, black, excellent condition throughout; £295.—Rota Automotives, Ltd., 187, Park Way, N.W.1. Euston 2707. (1939)

£335—1938 Standard Flying 10 de luxe saloon, maroon, maroon hide interior, absolutely amazing original condition throughout, taxed, already recommended.—H. A. Saunders, 180-184, West End, N.W.6. Hampstead 6430. (1938)

STANDARD 10
£365—Standard Flying 12 1939, in very good condition, complete overhaul, leather interior, sliding roof, excellent mechanically; many others.
B. & M. MOTORS, Ltd., 11, Clarendon Rd., Holland Park, London, W.11. Park 3066-7. Open Mon. to Sat. 9-6 (50yds Holland Park Tube). (1939)

L. F. DOVE offer 1947 Standard 12 saloon, grey, with radio, nominal mileage, excellent condition, £725.—49, Broadway, Wimbledon, S.W.19. Livery 2456. (1947)

£285—1938 Standard Flying 12 de luxe saloon, grey, hide interior, clean condition, excellent under, taxman.—Ray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. (1938)

695 ens.—Standard 12, 1946, four-door drop head coupe, black, red leather, radio, de-muster mileage, in excellent condition; £725.—B. & M. MOTORS, Ltd., 11, Clarendon Rd., Holland Park, London, W.11. Park 3066-7. (1946)

1948 Standard 14 saloon, grey, with blue leather, one owner, in excellent condition; £725.—J. H. CAPPELL MOTORS, 415, Holloway Rd., N.7. North 4261. (1948)

1946 Standard 14 saloon, unquestionable condition.—Autocar, Ltd., Winchester. Tel. Winchester 4534-3606. (1946)

1948 Standard 14 saloon, 25,000 only, showroom condition throughout, £795.—Bach Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1155. (1948)

1947 Standard 14, black, red leather, low mileage, immaculate condition, £650.—Hendro Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-1. (1947)

1948 (August) Standard 14 H.M.V. radio, low mile purchase—B. & H. Motors, 149-151, High Rd., Whitehorse, London, N.20. Hillside 6671-2. (1948)

STANDARD 10
Standard 10, 1933, excellent condition, good tyres, one owner to October, 1949, clean inside and out; £110 o.n.o.—North, 88 Sharncliffe Way, Barnet, Herts. 12729. (1933)

STANDARD 20
Standard Flying 20 de luxe saloon, radio, taxman, £245; payments.—Oldfield & Russell Gens, Merx, Kensington, Park 7780. (1935)

OVERSEAS CARS, Ltd.
1949 Standard Vanguard saloon, black, red leather; £1,025; for other Overseas Cars Bargains, see page 59. (1949)

TOM GARNER, Ltd., offer—
1949 Standard Vanguard saloon, grey with blue leather, 4,000 miles only. (1949)

1949 Standard Vanguard saloon, black with tan miles, £1,025.
H. A. SAUNDERS, Ltd., Austin House, North Finch- 447 (100yds North of Tolly Hol Corner), Hillside 0024. (1949)

WARWICK WRIGHT, Ltd., offer—
1949 Standard Vanguard saloon, green, red cloth, radio and heater, 8,000 miles; £1,095. (1949)

1949 Standard Vanguard saloon, grey, blue leather, radio, 5,000 miles; £1,125.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9951. (1949)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer—
1949 Standard Vanguard saloon, leather upholstery, 4,000 miles only; £1,025.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hendford Rd., Enfield, Howard 1631. (1949)

1949 Standard Vanguard saloon, leather, one owner, 4,000 miles; £1,025.—George Newman & Co., 369, Euston Road, N.W.1. Euston 4466. (1949)

1949 Standard Vanguard saloon, unquestionable condition.—Autocar (Winchester), Ltd. Tel. Winchester 4534-3606. (1949)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1949 Standard Vanguard saloon, 11,000 miles, grey.—Speedwell 0011. (1949)

1949 Standard Vanguard saloon, radio, 19,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. (1949)

ORDER your new Vanguard from Albert Farnell, Ltd. and be assured of prompt and efficient service. 75, Manningham Lane, Bradford. Tel. 2667-8. (1949)

1949 (April) Vanguard saloon, grey, blue leather, radio, heater, 14,000 miles.—Ernest Sutton, 101, High St. (Cheltenham). (Trade enquiries only please). (1949)

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard estate car, green, red leather, heater, 14,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6111. (1950)

STANDARD VANGUARD
1950 Series Vanguard, first registered December 22, 1949, 6,000 miles, grey, red leather, immaculate condition, what offers!—Appy 267, Broadway, Peterborough. (1950)

1949 (August) Standard Vanguard, black/leather, new radio, heater, speedo 14,000, new condition throughout; £365.—Rota Automotives, Ltd., 187, Park Way, N.W.1. Euston 2700. (1949)

1949 (Nov.) Standard Vanguard, immaculate, maintained and carefully used by one driver, leather, radio, heater, best offer over £375, extended payment can be arranged—Up to 5.30 p.m., Kln 5443, after 2 p.m., Kln 5965. (1949)

4500 miles only, 1949 (November) Standard Vanguard, green, green leather, one owner, quite indistinguishable new, written guarantee, terms, exchanges.—R. F. Edwards, 154 St. Trichard St., W.1. Ladbroke 0512. (1949)

STANDARD Vanguard, 1949-50 (Dec. 14), just out of S. rosent, grey, with red leather upholstery, rim-liners, speedo and all 1950 improvements except rear wheel covers, 6,300 miles, immaculate condition, 1 offer, no dealers, £475, can be seen by appointment. Tel. Fennell 4724. (1949)

NAYLOR & ROOT, Ltd.—1949 Standard Vanguard, smoke grey, leather upholstery, 9,000 miles, hourly recommended, £365, 5 months' guarantee, choice of 230 quality cars, demonstrator, within 100 miles, terms available—25, East Hill, S.W.10. Bolt 5272. Open 9-6 each week-day, including Saturday. (1949)

STANDARD MISCELLANEOUS
CAR MART, LTD.
1948 Standard 12 drop head coupe, 9,000 miles; £495. (1948)

1949 Standard Vanguard saloon, 8,000 miles; £1,025.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (1949)

SALES, service, spares
STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham, Surrey.
CARRIS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Croydon 6089-9. (1949)

1946 Standard four-door, grey, black hood, black interior, beautiful condition, £425.—(1946)

MACDONALD MOTORS, Ltd., Trinity Rd., Wandsworth Common, Battersea 5573. (1946)

GORDON CARS (LONDON), Ltd.—1948 Standard 14hp saloon, grey, red leather, particularly attractive. (1948)

GORDON CARS (LONDON), Ltd.—1947 Standard 12hp saloon, black, excellent condition.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. (1947)

TANKARD & SMITH, Ltd. offer the choice of many Standard 8, 10 and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee—198, King's Rd., S.W.3. Tel. Flax 401-3. (1949)

Standard Cars Wanted
C. M. THE CAR MART, Ltd. wish to purchase Standard cars—150, Park Lane, W.1. Grosvenor 3434. (1949)

R. ROWLAND SMITH'S the Standard buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1949)

CASH immediately for good Standard—M. F. Edwards, 28, Upper High St., Epsom, Surrey, S.M.16. (1949)

URGENTLY need post-war Standard—21, Kirkfield Rd., S.W.2. Tulse Hill 1288 (day). (1951)

MARSTON MOTOR CO., Ltd. for your Standard—N.13. Tel. Ma 3000—Seven Sisters Rd. Tottenham. (1949)

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Huttons, Lord St. Southampton, Tel. 2266. (1949)

C. A. PETTO, Ltd., 42, North Audley St., W.1. Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. (1949)

A PROPOSAL as first before disposing of your Standard car—Tandark & Smith, Ltd., 184-190, Kings Rd., S.W.3. Fauxman 481-3. (1949)

STARNES MOTORS, 153, Cricklewood Broadway, S.W.2. require modern Standard cars in really good condition, cash or exchange. Tel. Glia 2450. (1949)

B'FORN finally deciding rough Lami's, Ltd. at B'woodford, Essex, Wauden 0135 (8 lines). London B'utine Office, 10 Berkeley St., W.1. Mayfair 7654. Ext. 111. (1949)

Standard Spares and Service
STANDARD spares and replacement unit.—John Kay (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29415. (1949)

REPAIRS and service for Standard and Triumph cars by the Standard agent.—Kerins Garage, Highbury Grange, N.3. Canonbury 3170. (1949)

STANDARD spares for all models, largest provincial stockist.—Hollingshead Automobile Co., Ltd., Stockport, Tel. 4461; and Prince's Drive, Colwyn Bay (Tel. 3522). (1949)

STANDARD spares, all models from 1935; replacement unit; complete overhauls; reconditioning.—Pittors Garage, Alexandra Terrace, Guildford, Tel. 5591. (1949)

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., standard and Triumph Car Distributors, Grimsby, Tel. 5486. (1949)

BRICKHURST GARAGE—Harrow agents for Standard and Triumph, sales, repairs, spare, recommended.—Uxbridge Rd., Harrow Weald Middlesex, Tel. Grimsby 561. (1949)

Triumph Cars Wanted

NEWNHAM, Ltd.

stockist in Britain of sports and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood N.W.8. Maida Vale 9114 (10 lines).

THE MALL HOUSE MOTOR Co. offer:--
TUMBER Utility registered 1946, requires respray;

Vauxhall, 14 5-seater, 4-door utility, grained timber body, folding rear seat, special lantern top, many extras, £320.

MORRIS 10 ex-W.D. personnel utility, good condition, unregistered, 2255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. 19171

order throughout; also Bradford utility.—
Autowork (Winchester), Ltd. Tel. Winchester 4834/3406.
[2546]

almost new tyres; delivery new vehicle reason for sale; any trial; cost over £1,100 for sale at £680.—Apply, 32, Canterbury Ave., Ilford, Essex (Tel. Valentine 9412 first). [3215]

no longer exists; best offer over £900—Townshend & Nether Stowey, Bridgwater. Tel. Nether Stowey 278.
12575

Little Cars Wanted

1939 Vauxhall 10 saloon, in exceptionally good condition throughout; £450.
FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Olas 2254. 12811

2025 registered owner, bodywork spotless 16,000 miles, beautiful runner; 3 months' guarantee, hire purchase exchanges.—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (2862

1948 Vauxhall 12hp saloon, nominal mileage, very good condition: £760.

WALTON-ON-THAMES MOTOR Co., Ltd., Walton
200. (2654)

\$495.—March, 1940 Vauxhall 12hp de luxe saloon, absolutely identical to the post-war model, a one-owner car since new, log book even shows original date of registration, outstanding mechanical condition, excellent condition, low mileage.

AMDEN MOTORS, Lake St., Leighton Buzzard, Beds.
Tel. 2041 (5 lines). Nearly 300 cars ready for inspection and immediate purchase. Write for post-free

showroom open from 9 a.m. to 8 p.m. Mondays to Saturdays. (5145)

1939 superior car; £495.—Below.
1938 Vauxhall 14 saloon, very nice order; £375.
—Below.
1937 Vauxhall 14 saloon, one careful owner; £325.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 6888-9. 12816

1939 J type, 10hp Vauxhall saloons, perfect

1936 Vauxhall 14 foursome drop head coupe, black, exceptionally good condition throughout.

1937 Vauxhall 14 saloon, black, with red leather upholstery; this car has just been recellu-

150 gns.—947 (October) Vauxhall 14hp 3.1.8. de
luxé saloon, black, brown hide, superb condi-
tion, taxed, £265 deposit, balance up to 24 months.—
George Clarke (Motors) Ltd., 278, Brixton Hill, S.W.2.
Tulse Hill 3211. (1912)

145 gns.—Vauxhall 14 6 1934 4-door saloon, black, green wheels, leather upholstery, radio, good condition; terms; exchanges; list; open 9-7 week-days

HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Vauxhall Wyvern saloon, colour black, cloth upholstery, loose covers, immaculate condition. £945.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Bel-

CAR MART, Ltd.

1949 Vauxhall Wyvern saloon. 6,000 miles, £935.
Car Mart, Ltd., 320, Euston Rd., N.W.1.
Euston 1212. [3977]

TOM GARNER, Ltd., 5, Essex—

1950 Vauxhall Velox saloon, grey with red leather, 7,000 miles.

1. 2. Blackbirds 9265-6. [242]

1950 Valhalla Wyvern saddle green with brown leather interior, 900 miles: £1,045.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho: Corner), Hillside 0324. [2342]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1949 Vauxhall Velox, 9,000 miles, radio; £295.

COOMBS & SONS (GUILDFORD) Ltd. Portsmouth
Rd., Guildford. Guildford GU2 9BT. 12855

HILLINGDON MOTORS, 525-7 Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [2594]

FOLDERS GREEN. H. A. Saunders, Ltd., Golders
L. Green. 1948 Vauxhall Wyvern saloon, black.
Speedwell 0011. (5070)

1949 (December): ex-covenant Vauxhall Wyvern 12
saloon, black, absolutely standard, 1200 cc, 1000 cc
speedwell 0011. [906]

1949 (Nov.) Vauxhall Velox saloon, in metallic grey, fitted heater, low mileage, one owner, as new throughout. £375.—Wembley Court Motors.

1950 Vaushall Wyvern. 200 miles only.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2.

1949 Vauxhall Wyvern, one owner, garage maintained, under 14,000 miles (genuine), heater, one lamp, door covers, £375—Jackson, Tel. Royal 1212.

1950 Vauxhall Velox black saloon, red leather, as new, not out of Covenant, under 5,000 miles, best offer over £260.—Courtman, Hazard, May.

1950 Vaunhall Wyvern saloon, green, brown leather heater, 5,000 miles only, spare unused, one owner.—Ripco Ltd., 16, Albemarle St., Mayfield, Sussex. 12734

WALTER SCOTT, Ltd.—1950 Series Vauxhall Wyvern, black, leather, heater, 12,000 miles, unmarred, 1915—59, College Green, Hampstead, N.W.3 (See us

1950 Series Vauxhall Wyvern, black, brown hide upholstery, extras fitted, 15,000 miles, owner-driven, maintained by specialists, nearest £325—Ann's

in writing. Wood, Nolywell Rd., Studham, Beds. (279)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX
1949 Vauxhall Wyvern, amethyst blue, grey cloth, an immaculate and carefully maintained one-owner car. £685—Vanderrell's (buyers of good used cars). 215, Haverstock Hill, N.W.5. Primrose 4441. (1979)

EXCEPTIONAL 1949 Vauxhall Velox, mileage 14,000. black leather upholstery, radio, heater, josses platform, immersion heater, life-guard tubes, one owner, immaculate and as new—£1,000 any trial. Down £25. Brown Lane, Broad Green, Cheshire, Gabley 3507. (1556)

VAUXHALL 25
LIMOUSINE 1935 25hp, partitioned, widest occasions, leather upholstery, black nice order, ready service, £770.
A L P E & SAUNDERS (100 Limousines) Lists posted. Providence Court, Grosvenor Square, Mayfair-2941. (1815)

VAUXHALL MISCELLANEOUS
SHAW & KILBURN, Ltd., for Vauxhall.
 It is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhall cars
 4-6, Berkeley Sq., W.1. Grosvenor 4528. (10017)

HAMILTON MOTORS (LONDON), Ltd., 464-466, Edwars Rd., London, W.2. Paddington 0052 (112 lines). Vauxhall main dealers.

1946 Vauxhall 12, test-work in good condition, mechanically sound.

1948 Wyvern, 12,000 miles, black, exceptional condition.

1949 Velox, low mileage, condition as new, choice of 3.

1939 Vauxhall 10 saloon, top condition good mechanically sound.

1946 Vauxhall J type, mechanically sound.

A LWAYS a good selection of used Vauxhalls in stock. A H.M.I. will purchase for cash all Vauxhall cars including latest models. (18178)

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737. Gregory's of Gables. (10039)

VAUXHALL 1936 7-seater limousine, in best condition, color blue, one owner since new, small mileage. £825—Kingston Hill Motor Works, Surrey, Tel. Kingston 3116. (5017)

CRAHAM BROTHERS (MOTORS), Ltd., main dealers, 17-19, Peter St., Manchester, 2 (Bk. 9887), always have a fine selection of used Vauxhalls in stock carrying full warranty; your inspection invited. (10213)

Vauxhall Cars Wanted
THE CAR MART, Ltd., wish to purchase Vauxhall cars. —150 Park Lane, W.1. Grosvenor 5434. (10075)

SHAW & KILBURN, Ltd., Vauxhall main dealers. Will purchase modern Vauxhall cars.

4/6 Berkeley Square, W.1. Grosvenor 4528. (10018)

ROWLAND SMITH'S, the Vauxhall buyers, —Hamstead High St. (Hamstead Tube), Ham 6041 (0994)

URGENTLY required, 1946 Vauxhall 14 saloon, must be of low mileage, price as Vauxhall factory.

JOHN WILSON AUTOS, Ltd., Sandhurst Rd., South Croydon, Sandhurst 4260. (13147)

VAUXHALL 14, 1946 37 hp saloon, small mileage—Daisy, Elmwood 4749, after 7.30 p.m. (2711)

LAESTHETIC type saloon in new condition wanted privately. Write 30, Bromfield, Stanmore, Middx. (12499)

I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Astwood Mews, S.W.7, Tulse Hill 2766 (day). (10752)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 9503. (10674)

1950 Velox of Wyvern under 10,000 miles.—Write Vauxhall, Angier, 24 Lombard Rd., London, S.W.3. (18997)

BRITISH & COLONIAL MOTORS, Ltd., require used Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 5589. (12989)

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Huttons, Lord St. Southampton, Tel. 2260. (10005)

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted, price as Vauxhall factory. Garage Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. (10479)

HAMILTON MOTORS (LDR), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types—£400-£50, Edgware, Middlesex. Call, wife of phone Paddington 0032. (1849)

Vauxhall Spares and Service
TRIANON—Gear boxes, reconditioned units, on exchange plan, for all 10, 12, 14hp, 25hp and BYC models, stock deliveries.

TRIANON—Suspension units, exchange or outright sale, immediate deliveries, our reconditioned units are complete with king pins and include shock absorbers, 5 media guarantee available for 10, 12 and 14hp DX and J type.

TRIANON—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty you enquire invited.

TRIANON—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way Hendon, T.N.W.4. Hendon 7625-6. (1017)

Vauxhall Spares and Service
C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at Manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged at 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD HOUSE, 580-582, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (10025)

BROADWAY MOTOR CO.
 WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engine, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2694 S.E. Stores: Liberty 6369. Grams Automobile, Wincobur, London. (10033)

EGHAM MOTOR CO., for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. (10196)

FOR Vauxhall mudguards, running boards 1935-9.—Brooks, 5 and 6, Frederick Place, Brighton Brighton 21147. (10081)

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery—137, 149, Widdow's Rd., Bromley Kent. Rav. 2486-7-8-9. (10098)

VAUXHALL EXCHANGE SERVICE—Exchange your broken or worn differential, gear box or front suspension for guaranteed reconditioned service unit, all models, 10, 12, 14, 25hp.—Farleigh Garages, Ltd. 142, 144, Stoke Newington Rd., London, N.16. (19024)

VETERAN CARS
 WELHAM veteran car specialists, Burlington Hill Rd., Buntingford, Elmridge 1974, day and night. (10020)

VOLKSWAGEN
COLDORNE GARAGE, Ltd., Ripley, Surrey, Tel. C. 2561.—Sole distributors for Great Britain, Spares service and repairs. (10373)

Volkswagen Car Wanted
MECHANICAL sound Volkswagen wanted for private purchase, no dealers.—Box 4412. (2376)

Volkswagen Spares and Service
NEW engines and other spares.—55, Netherwood St. N.W.6. Mai. 1331. (10099)

WOLSELEY
EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the latest facilities when selling used cars.

1947 Wolseley 14hp saloon, black brown leather upholstery, 15,000 miles, one owner.

ALSO other post-war Wolseley models available.

IOW mileage Wolseleys are scarce, should your motor register for early substitution.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (May 12, 5551), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). (11534)

CAR MART, Ltd.
1948-9 Wolseley 4-50 saloon, 18,000 miles, £1,050.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (10086)

BROWN'S for Wolseleys.

1939 Wolseley 14hp saloon de luxe, reconditioned engine, low mileage, immaculate body condition. £565.—Brown's Garage, Loughton (Essex) 4115 (Tulse). (10021)

TOM GARNER, Ltd., offer:—

1949 Wolseley Six-Twenty saloon, black with brown leather, 5,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Bankside 9263-6. (12450)

PAGE BROS., Beshill-on-Sea:—

1946 Wolseley 18 85 saloon de luxe: black, mileage 51,000, one owner. £750.

PAGE BROS., Morris House, Beshill-on-Sea. Tel. 2255. (12417)

GLANFIELD LAWRENCE offer:—

1939 Wolseley 14, reconditioned throughout: £550.—407 High Rd. N.12. Finchley 0881. (10179)

WARWICK WRIGHT, Ltd., offer:—

1949 Wolseley 4-50 saloon, maroon, beige leather, 10,000 miles, £1,225.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (19216)

WARWICK WRIGHT, Ltd., offer:—

1949 Wolseley 4-50 saloon, maroon, beige leather, heater, 6,000 miles, £1,225.

1950 Wolseley 4-50 saloon, black, brown leather, heater, 3,000 miles, £1,425.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (12008)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1941 Wolseley 12 saloon, immaculate, original condition, recent new engine. £665, also 1959 14hp, Portsmouth Rd., Thames Ditton, Elmbridge 3551-2-3. (12009)

1938 Wolseley 12 46 saloon, reconditioned throughout, £450; also

1939 Wolseley 14 60 saloon, faultless; £575; also

1946 Wolseley 18 85 saloon, superb condition, £795.—Bruce Pearce, 8a, Cromwell Place, South Kensington, Fia. 0513. (12514)

WOLSELEY
1939 Wolseley 25 de luxe saloon, guaranteed. £485. Helpo.

1937 Wolseley 25 de luxe saloon, guaranteed. £245, payments.—Oldfield, 4, Russell Gdns, Mess, Kensington, Park 7790. (12005)

WOLSELEY 1950 4-50, maroon, 2,000 miles, offers:—Dollond, 121, London Wall, E.C.2. (12329)

1940 Wolseley 14 black saloon, £230 overhead, ship. £245; terms.—Putney 6241. (2000)

GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1936 Wolseley 12 saloon, black.—Spectator 0011. (19071)

H. A. SAUNDERS, Ltd., Golders Green, 1948-6-80 Wolseley saloon, green, 5,000 miles.—Spectator 0011. (19072)

BEARDS of Kingston. Wolseley distributors.—Spares and repairs.—118, London Rd., Kingston. Tel. 3446. (10053)

365 cars.—1935 Wolseley 14 drop head coupe, superb condition.—Autoparts, 5, Balham Lk. Rd., Balham 1508. (12520)

1937 Wolseley 14 saloon-deville, one owner, 95,000 miles, best offer over £350. Tel. 5677. (12523)

1950 Wolseley 4-50 saloon, maroon, heater, condition perfect. £1,250.—Tel. Vane, Maidenhead 3503, 8 a.m.—6 p.m. (13024)

150 miles.—Wolseley Hornet saloon, original condition, all road tires.—Monahan Motors, 594, London Rd., Thornton Heath 5031. (12527)

1947 Wolseley 8 de luxe saloon, immaculate, with real leather, no body dents, one owner, mileage under 20,000.—Box 6529. (10178)

1937 Wolseley 18 de luxe saloon, guaranteed. £365, payments.—Oldfield, 4, Russell Gdns, Mess, Kensington, Park 7790. (12102)

£525—Wolseley 12 saloon, finished in black with brown interior, excellent condition.—Fitz Motors, North Rd., Southall 3477. (12705)

ARCHIE SIMONS & Co., Ltd.—1937 14hp Wolseley saloon, black, cloth upholstery. £350; 1937, O. Portland St., W.1. Lk. 1347. (10562)

1938 Wolseley 18 saloon, immaculate, original condition. £395.—Lynch Garage (opposite O.P.O.), Chiswick, Middx. Tel. 122. (12516)

1939 Wolseley 14 green green leather, perfect. £325.—J. P. Dove Ltd., The Mid-Surrey Car Centre, Guildford Rd., Woking 1282. (12540)

1949 Wolseley 4-50, finished in black with brown leather upholstery, fitted radio and heater, 13,000 miles, £1,125, terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), Ltd., 155, Finsbury St. (Off The Moor), Shoreditch, Tel. 24857. Open week-end. (11606)

CATERHOUSE offer 1938 Wolseley 18 saloon, in immaculate condition, £410.—Caterhouse Motors, Ltd., Ruislip Village, London, N.W.6. Moss 4444. (11608)

1936 7 Wolseley 25hp saloon, one owner, 19,000 miles.—Smith & Hunter, 376, Kensington High St., London, W.14. Tel. Western 2512. (12508)

WOLSELEY Hornet Special 12, 1933, 665 overhead since Sept., exchange smaller car or sell new car.—Dove, Manor Farm, Ide Hill, Sevenoaks. Kent. 7695. (12509)

1937 Wolseley 25hp drop head coupe, 47,000 miles, black leather, leather, radio, heater, fitted radio, 8, Upper St. Martin's Lane, W.C.2. Tel. Fenchurch 3538. (12458)

1946 (Sept.) Wolseley 14 saloon, black, brown leather upholstery, as new inside and out, regularly maintained, mechanically perfect, tyres sound.—Box 8445. (13199)

1949 Wolseley 4-50 saloon, maroon, leather upholstery, H.M.V. radio, heater, low mileage, written guarantee. £1,185.—S. Morris & Co., 25, Edgware Rd., London, W.2. Tel. Pad. 3075-6. (17330)

WALTER SCOTT, Ltd.—1948 (Sept.) Wolseley 18 85 de luxe saloon, blue, leather hide, 12,500 miles, as new. £825, exchanges, terms.—39, College Crescent, Hampstead, N.W.3. (Seven Cottage Tube). Fri. 5014. (12500)

1939 Wolseley 10 saloon, black brown leather, almost identical to post-war model, very carefully maintained, £495.—Peter Baines Car, 27-29, King St., Barking, Twickenham, Middx. Popesquare 7447, 7050. (12900)

1939 Wolseley 18 saloon de luxe, black, engine recently overhauled, bodywork immaculate, very desirable car with a high performance, tested, 2500—M.B. Motors 356, New Cross Rd., London, E.14. Tideway 3779. (18013)

JARVIS & SONS, Ltd., offer 1946 Wolseley 14 saloon, a very well maintained car with mats and upholstery, in exceptional clean condition, black brown leather, very good tires, £825.—Morris House, Men Rd. S.W.19. Liberty 4656. (12242)

850 cars.—Wolseley 18 (April 1947) de luxe 4-door saloon, black, sliding door, 18,000 miles, excellent road tires, one careful owner, exceptional condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (12753)

NAYLOR & ROOT, Ltd.—1948 Wolseley 14-40 de luxe saloon, black, brown leather, 18,000 miles, excellent value, £675, 5 months guarantee; choice of 250 quality cars, demonstrations within 100 miles, terms available.—25, East Hill, S.W.18. Tel. 2272. Open 9-6 daily, including Saturday. (13024)

LIMOUSINE 1937/1938 partition widest occasions, leather, wonderful condition, villages, selection from £780.—See.

A L P E & SAUNDERS (100 Limousines) Lists posted. Providence Court, Grosvenor Square, Mayfair. (18119)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Wolsey 4/30 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Wolsey Four-Fifty cars.—230, Euston Rd., N.W.1, Eust. 1212.

Wolsey 6/30 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Wolsey Six-Eighty cars.—150, Park Lane, W.1, Gros. 3434.

Wolsey Cars Wanted

R S ROWLAND SMITH'S, the Wolsey buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

E EASTACE WATKINS, Ltd., as sole London Wolsey distributor with the largest Wolsey clientele, are the best market for used Wolsey cars.

E EASTACE WATKINS, Ltd., 12, Chelsea Manor St., W.1 (Mayfair 5291), and 12, Chelsea Manor St., S.W.3 (Fitzham 6181).

U SHER wants Wolsey 6, small mileage.—10, Westgate Drive, Brixton, Manchester.

P OST-WAR Wolsey required, cash payment.—Morley 54, Stratham Hill, S.W.2. Tulse Hill 4424.

1949 4/30 Wolsey 6/30 or 6/25 required.—Tulse Hill, Ross House, Tulse Hill, Winchester.

A DVERTISER requires privately 4/30 saloon in sports condition.—Write 30, Bromfield, Stammers, Midx.

J ACK ROSE, Ltd., require low-mileage post and pre-war Wolsey cars.—Stamford Rd., Wokingham, Surrey, Wallington 6677-8.

W EYBRIDGE AUTOMOBILES, Ltd., the Wolsey distributors, urgently require late-type Wolsey.—Tel. Weybridge 233.

C ASH buyers of low-mileage Wolsey 5, 12, 18, 14/40, 4/50; distance no object.—Huttons, Lord St., Southampton, Tel. 5268.

7 SEATER Lamouries 25hp Series Three. Details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-291.

B LAKE'S Wolsey distributors will purchase any non-Corvair Wolsey car.—110, Bond St., Liverpool 1, Tel. Royal 6681.

1938 Saloon 21hp Wanted sound mechanically, reasonable cost. Letters.—Thomas, 26, Sunny Hill, Hendon, N.W.4.

W ANTED privately, 1947-8 Wolsey 12-14; must be immaculate condition, mileage about 10,000.—Grimsdye 2436, after 6 p.m.

1939 Wolsey 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1, Tel. Welbeck 1101-3.

A PPROACH us first before disposing of your Wolsey.—Denard & Smith, Ltd., 224-232, High Rd., N.15, Stamford Hill 3291-2-3.

Wolsey Spares and Service

W. JACOBS & SON,
We specialise in spares and repairs for all models of Wolsey cars.

W. JACOBS & SON, Mill Garage, Chilwell Rd., South Woodford, E.18. Wanted 0605.

WOLSELEY spares and repairs.—Ramsay Motors Ltd., 242-246, High St., Barnet 3240.

FOR Wolsey mudguards, running bolts, 1935-46.—Brooks & Co., 6 Frederick Place, Brighton Brighton 2147.

BARKER MOTORS (LONDON), Ltd., Tel. Balham 066, for Wolsey spares, sales and service.—209, Balham High Rd., S.W.17.

R HARDY & SON, 55, Marylebone High St., W.1, Tel. Welbeck 1101.

E EASTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Fitzham 6181), for Wolsey service; complete overhaul, coachwork and reconditioned engines.

B ROCKHURST GARAGE.—Harrow agents for Wolsey cars, service, spares, reconditioned units.—Chandler Rd., Harrow Weald, Middlesex. Tel. Grimsby 6782-561.

MISCELLANEOUS CARS

RAYMOND WAY,
RAYMOND WAY, of Kilburn.

200 cars under £400, drive away immediately on our Atomic-on-the-spot-hire purchase system, no tax, no formalities, no enquiries, every car plainly marked with price and year, low price in part exchanges for good vans and motor cycles.

R KILBURN Park Station, Bakerloo Line, Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

K ING'S AUTOS, King's Autos, King's Autos.
KINGLAND'S easiest hire purchase terms.

L OW deposits, drive away same day.
E VERY car guaranteed for 3 months.

W E have new deliveries of guaranteed used cars from £150 up. Please your enquiries. Any car demonstrated at your home.

1936 Hudson shooting brake, bench type seats in rear, rear opening doors, 2 spare wheels, reconditioned engine, exceptionally good condition throughout. £450, or £50 deposit.

1938 Daimler 18hp de luxe saloon an immaculate car, 100% showroom condition, £575, terms can be arranged.

1938 Vauxhall 14 4-door de luxe saloon, most extensively overhauled, 5 brand new tyres and leather upholstery, reconditioned engine, 5 new tyres, £445, or £150 deposit.

1938 Austin 16hp 4-door de luxe saloon, reconditioned engine and 5 practically new tyres throughout, £430, or £100 deposit.

1937 Standard Flying Scotsman, leather upholstery, sprayed black, 5 practically new tyres, £305, or £95 deposit.

1947 Dodge Roadmaster, leather upholstery, sprayed black, 5 practically new tyres, £305, or £95 deposit.

1939 Morris 10 Morris 10 4-door de luxe saloon, a most immaculate car recently repainted dual blue and brown, reconditioned engine, 5 almost new tyres, natural hide upholstery, £450, or £150 deposit.

1936/7 Riley Kestrel IV—litre with pre-selector gear box, an outstanding car of magnificent performance, in showroom condition throughout.

W ILL you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Ilford.

P LEASE telephone your enquiry.
ANY car, motor cycle or van taken in part exchange.

K ING'S AUTOS, King's Autos, King's Autos.
725 Seven Kings 9586 and 5537.

O PEN week-days 9 a.m. to 7.30 p.m. (S147)

R OBINS, 98 Upper Richmond Rd., Putney, always send cars, used for test, established 20 years.

A DDITIONAL sales of motor vehicles and accessories are conducted on the first Friday of every month by Bannister & Co., Market Place, Haverhill Heath.

D IRECT ADVERTISING will appear in this paper prior to sale. Entry forms and full particulars of the auctioneers. (Tel. 6077.)

Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the car buyers.—Hamstead High St. (Hamstead Tube). Open 9-7 week-days. Saturdays. Hamstead 6041 (10 lines).

E AST SHERRE.—Creswell's Garage urgently wish to buy all makes of pre-war cars.—Pro. 2612, 0375.

P RIDE & CLARKE, Ltd., offer immediate cash payment for any make of model, quotation by return. Chancery Lane, W.C.2. Tel. 6251.

Miscellaneous Cars Wanted

M ARBLE
ARCH
MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

H IGH St., Watford, Herts. Tel. Watford 4491. (10185)

E GERTONS (IPSWICH), Ltd., will buy your car or sell it for you, good second-hand cars, 1939 models upwards urgently required.—Details to Crown St., Ipswich 2168.

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, W.8. Maida Vale 6044 (10 lines).

C OWLEY MOTORS urgently require a 1939 American car, Buick, Pontiac or Chrysler preferred.—Write, "phone or call, Cowley Motors, 473, Cranbrook Rd., Ilford, Essex, Tel. Valentine 1040.

R OLLS or Bentley saloon or sports saloon, small or medium horse-power, very immaterial provided modern body, must be passable by makers.—W. Reynolds & Sons (Bedford), Ltd., 65, Newham Ave., Bedford.

N AYLOR & ROOT, Ltd., are cash buyers. (1504)

A Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolsey.—29, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday.

G ENUINE low mileage cars wanted urgently hire purchase, insurance and R.P. accounts settled, always a large selection of second-hand car bargains at all times. High Street, 11, High Street, Part 5, you will be worried or pressed to buy (1855)

M OTOR HEARSES
ALPE & SAUNDERS, the motor hire specialists, highest quality hearses (earriage designs)—Certified mechanically—inspection invited. Below.

1951 Austin Sixteen 4-beater 7ft Sin Deck Hearse, exclusive equipment, economical, reasonable (1888)

R OLLS-ROYCE 25hp 1951 streamlined 1951 Deck Hearse Coachwork, certified mechanically, bargain.

S ILVER Wraith unregistered Deck Hearse (1951 Deluxe Coachwork), exclusive equipment, immediate delivery.

R OLLS-ROYCE 1951 20hp and modern Phantom II also Phantom III, fitted 1951 streamlined Deluxe Coachwork, reasonable cost. Seen.—

A LPE & SAUNDERS (100 Lincolns): Lists posted. Providence Court, Grosvenor Square, Mayfair-291.

T he best hearse in the country is built up Wolsey by F. H. MULLER, Ltd., 100 Lincolns: Lists posted. Providence Court, Grosvenor Square, Mayfair-291.

T he best hearse in the country is built up Wolsey by F. H. MULLER, Ltd., 100 Lincolns: Lists posted. Providence Court, Grosvenor Square, Mayfair-291.

B RIDGE St., Northampton. Tel. 907.

AMBULANCES

A MBULANCES, new and used, latest civilian models, large, selecting Laminated Glass (Approved Motorists), 155, Cricklewood Broadway, N.W.2. Gladstone 2226.

MOTOR COACHES

R OSE & YOUNG, Ltd., offer 1937 Dennis coach, 20-seater, forward drive, sun roof, twin rear wheels, bargain. £225—65-59, St. Albans Road, Epsom, S.W.18 (1 minute Streatham Hill station). Tulse Hill 6164.

M OTOR CYCLES FOR SALE
RAYMOND WAY.

A 100 new motor cycles all makes in stock for immediate delivery; also a selection of second-hand saloon cars, combinations, cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Branch, N.W.8. Maida Vale 6044 (10 lines).

S A. COLLE, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the Motor Cyclist.—264-266, High Road, Letchworth, Herts. Tel. 5541.

MOBILE CANTEENS, KITCHENS, ETC.

M OBILE shops, kiosks, offices, canteens, fish and chip ice-cream, snack bars, etc., vehicles and trailers, delivery from stock; hire purchase; lists and illustrations on application.—Lewton Chodman, 35, Cricklewood Broadway, N.W.2. Gladstone 2226.

COMMERCIAL VEHICLES

JACQUIER Ltd., offer:—

B REAKDOWN, twin buses, power operated equipment, side larks, etc. fitted on 5.5-ton Ford chassis, reconditioned throughout, £395.

F ORD ex-W.D. 15-cwt truck, 4 x 2, excellent condition, £125.

D ODGE ex-W.D. 5.5-ton 14.4 truck, fitted twin rear, exceptional condition, £225, suitable, right-hand drive, dropside truck, low mileage, single rear, £230.—225-7, Hammersmith Rd., W.6. Riverside 6677-8.

P ALMERS MOTORS, Ltd., offer:—

A LIMITED number of unregistered Bedfords, immediate delivery.

B EDFORD 30-cwt only normal control vans; Bedford 30-cwt forward control vans.

T HE above vehicles are rebuilt fitted with new coachwork and bodies, as new, carrying 6 months' warranty; and commercial vehicles exchanged, deferred terms arranged.—53, York St., Finsbury, Tel. Poppendene 1890 and 7087.

F ORD 10 van, late 1949, absolutely as new, offers.—Rout 8057.

1949 (June) Fordson 30cwt large capacity van, mileage 3,000 only, as brand new, first £515.—Sumner 19 Bennett Rd., Hither Green, Manchester.

D. J. SHEPHERD & Co. (ENFIELD) Ltd.

1948 Fordson 10-cwt open lorry, low mileage, D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertsford Rd., Enfield, Howard 1631.

1949 model Austin 25cwt 3-way van, small mileage, its primer, excellent type, £550.

P ARSONS & PARSONS (GARAGES), Ltd., Potter & Son, Hatfield, Potter St. 121.

G OLDS GREEN.—H. A. Saunders, Ltd., Golders Green, 1949 Austin A40, 15,000 miles, Beon 10-cwt, van, Bedford 5011.

1951 Austin A40 pick-up truck, 200 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5588.

1949 (Sept.) Vanguard van, choice of 3, plain black, grey, or green, drive from £450.—Bells Service Garages, 144, London Rd., Kingston-on-Thames.

E X-W.D. Austin ambulances (two cleverly converted travelling shops, suitable grocery, hardware, good condition, very smart, simple in gear, £330 each, £550 the two.—Ashford Rolls Park Farm, Chiswell, Essex.

£195—1938-9 Morris 10-cwt van, excellent runner, clean condition, 1945-6, 1947-8, 1949-50, West End Lane, N.W.5. Hampstead 6490.

J OWETT main agent for the Bradford 8-cwt van and light trucks.—Saxon Industries, Ltd., 52, Market Rd., Didsbury, Manchester, 20 Tel. Didsbury 5446 (1040)

1948 Bradford Jewett van, plain maroon, as new throughout, exceptional bargain, £350, Jewett-Corby Motors, High Rd., Wembley. Arnold 5211-2.

1948 Jewett-Bradford 8-cwt delivery van, ready spares, thoroughly recommended, 50hp, £350—221, Upper Richmond Rd., S.W.15. Putney 1084-5.

325 gm.—Jewett Bradford, October, 1947, 31hp 10cwt van, plain grey, good tyres, one careful owner, condition, terms, enquiries, Jewett, Ltd., 52, Market Rd., Didsbury, Manchester, 20 Tel. Didsbury 5446 (1040)

Commercial Vehicles Wanted
W ANTED.—1946-9 Fordson 5-cwt and 10-cwt vans.—Arthur E. Gould, Ltd. 290-22, Regent St., W.1.

W ANTED, several Ford 10cwt vans or chassis, 1949 onwards, condition of body immaterial.—J. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Chancery 5073-4.

1998

NEW CARS FOR SALE

AUSTIN
L. F. DOVE, Ltd. main dealers Austin see the new Silverline saloon 111-113, Clonville Rd., Clonville, Addiscombe 3006 15025

BENTLEY
CAR MART, Ltd.,
OFFICIAL retailers, will be pleased to accept orders for future delivery.
BENTLEY Mark VI 4½-litre 4-door special streamline saloon, coachwork by H. J. Mulliner & Co., Ltd. Radiomobile car radio and heater, spring balanced bonnet affording extra luggage accommodation, bonnet locks and petrol filler locks fitted to choice.
BENTLEY Mark VI specially designed range-rod sports saloon, coachwork by H. J. Mulliner & Co., Ltd. finished to choice.
BENTLEY Mark VI 4½-litre special drop head coupé, coachwork by H. J. Mulliner & Co., Ltd. finished to choice.
CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434 16072

DAVID ROSENFELD, Ltd.,
OFFICIAL Bentley and Rolls-Royce retailers.
SHOWROOMS: 76, Deansgate, Manchester.
PHONE Blackfriars 4942.
SERVICE station: Chesham Hill Rd.,
MANCHESTER, 8, Tel. Blackfriars 2802.
CROSE, Ltd., Northampton.
OFFICIAL Bentley retailers.
SHOWROOMS and service.
MARFAIR, Northampton, Tel. 4540. 10569

JACK OLDING of Mayfair, the official retailers will be pleased to quote delivery of new and used Bentley and Rolls-Royce cars on application—Audley House, North Audley St., W.1. Mayfair 5242.
RIPPOON BROS., Ltd., the largest Bentley and Rolls-Royce distributors offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special "Colman" Rolls-Royce specialists since 1905—Rippon Bros., Ltd. Haverfield 6340 10549

BRISTOL
UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.
UNIVERSITY MOTORS, Ltd., Stratton House, 85, Piccadilly, W.1. Gros. 4141. 10167
F.N., Ltd.,
JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.
PALOON Works, London Rd., Moleworth, Hounslow 9011. 10477

KEVILL DAVIES & MARSH, Ltd.
OFFICIAL Bristol retailers.
41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2564 10595

SCOTLAND and Northern England: consult the enthusiasts—James H. O'Neil, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, 2, Tel. Douglas 7598.
ANTHONY CROOK—Latest models 401, with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars—Chesham Hill, Surrey, Tel. 2323 3. 10554

BUICK
BUICK—Sole concessionaries, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. 10596

CADILLAC
CADILLAC—Sole concessionaries, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. 10526

CHEVROLET
DISTRIBUTORS for London and Home Counties require good Chevrolet cars—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Ten. 5586. 10575

CITROEN
C. G. NORMAN & Co.,
CITROEN sole distributors for the County of London.
SHOWROOMS, spares and service, 52, Vauxhall Bridge Rd., S.W.1. Victoria 2211 10637
HIMPSON'S MOTORS, Ltd., London Distributors, 52, Head office and showrooms—242/244, Brompton Rd., S.W.2. Kensington 9464.
SPARER and service—77a, Kings Rd., Chelsea, S.W.3. S. Flaxman 4667. 10729

DAIMLER
CAR MART, Ltd.,
OFFICIAL agents, will be pleased to accept orders for future delivery.
DAIMLER 2-door Empress saloon on special spares chassis, with coachwork by Hopper & Co., Ltd., finished black.
CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434 16072

DELAGE
SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
SOLE concessionaries for Great Britain, etc.
HEAD office, 82, Park St., W.1. 10663

DELAHAYE
SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
SOLE concessionaries for the Home Counties.
U.K.A. and other overseas enquiries invited.
HEAD office: Regional House, 82, Park St., W.1. 10662

DELLOW
ORDON GARAGE (DULWICH), Ltd., Dellow distribution for London and South Eastern Counties, sales, service and spares—35-35, East Dulwich Rd., London, S.E.22. New Cross 2456 10610

FOORD
ARTHUR E. GOULD, Ltd., main Ford dealers, sales Regent St. W.1. Service: Minerva House, Chertsey St., W.C.1. Museum 5073. 10556
H. P. PLACOCK, Ltd., main Ford dealers—Sales and service, coachbuilding insurance—215-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Ford Rd., Folkestone. Folkestone 5122 (2 lines). 10598

FRAZER NASH
REQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Mille Miglia and drop head coupé models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Laverthorpe, Hounslow 9011. 10476

HEALEY
HEALEY saloon for early delivery from Northampton Motor Services, Ltd., Northampton, Tel. 2662 10063

HILLMAN
BARNET show—Hillman main dealers—Medley Green Garages, Ltd., 262-264, High St., Barnet 6352. 10411

H.R.C.
HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties—Sales and service at Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). 10589

JAGUAR
HENLYS, Ltd.,
ENGLAND'S largest Jaguar distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
H. J. House, 385, Euston Rd., N.W.1. (Euston 4434).
MANCHESTER, 1-5, Peter St. (Blackfriars 7943). 10153

WEMBLEY COURT MOTORS
JAGUAR saloon, order your new Jaguar from the main dealer.
WEMBLEY COURT MOTORS High Rd., Wembley, W. Tel. Arnold 5231. 10718

COOMBS & BONS (GUILDFORD), Ltd. for Jaguar sales and service.
MAIN agents for South-West Surrey—St. Catherine's Garage, Guildford G607-0. 10044

LANCASHIRE specialised sales, repair and spare parts service, latest stocks available—Parker, Ltd., Radchamps, Bolton, Tel. 4080 Deansgate, Manchester. Tel. Deansgate 9507. 10594

JOWETT
JOWETT—Fast Surrey's leading agents for Javelins and Bradford vans—Carr Bros., High St., Purley, Holmby 4612. 10575

NEWHAMS, Ltd.
JAVELIN and Bradford main agents, sales and service specialists—Newham House, 225-9, Hammett St., W.6. Riv. 4686. 10009

JOWETT Sales and Service
CLARKE'S OF PIRBRIGHT, automobile engineers—Pirbright, Surrey, Tel. Brookwood 2201-2-3 10279

HAROLD RADFORD & Co., Ltd.
JAVELIN and Bradford main agents.
SALES & Service.

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). COME to the specialists for anything Jowett.

JOEON MOTORS, Ltd. Barnet, Herts. Tel. Byfleet 4100. 10561

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans—G. W. Wilkin, Ltd., 10, West Park, Kingston 2241-2. 10660

JOWETT main agents for Manchester—Gann Jeffries, Ltd. 32, Withmore Rd., Didsbury, Manchester, 20, Tel. Dalry 5540. Spares in stock. 10422

WIMBUSH & Co., Ltd. Headford Place, S.W.1 offer complete service and spares for Bradford and Javelins—Service, Sloane 0151. Sale Albany 6696. 10167

JOWETT Javelin and Bradford commercial vehicles—Full stock of spares—factory-trained personnel—Eastern Motor Co., Ltd., 52, George St., Edinburgh. 2, Red Bank, Ltd.—Main agents for Jowett Javelin and Bradford commercial, spares, sales and service—Eastern Arm Co., Ltd., Cambridge Rd., Tottenham 1506 7555. 10564

KAISER FRAZER
KAISER FRAZER concessionaries for Great Britain sales and service, applications invited from Carve Daimler and American service personnel for supply of Kaiser automobiles including new Henry J. as direct imports from U.S.A.—Sheep Griffiths, Ltd., Camber Green, London, S.E.5. Rodner 2701. 10509

LAGONDA
HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). 10583

PIPPERBROOK GARAGE—We are officially appointed agents for Lagonda and Aston Martin cars—London Rd., Dorking 1501. 10139

LEA-FRANCIS
CARDIFF, Glamorgan, Glamorgan, Glamorgan distributors for Lea-Francis cars—concessions invited to—LANFLEIGH LAWRENCE, 2-10, City Rd., Cardiff, C.T. 5731. 10596

WEST Yorkshire distributors of Lea-Francis cars—Marshall's (Hallifax), Ltd. Kings Cross Rd., Hallifax, Tel. 5084. 10470

C. ALEXANDER, Ltd. main distributors in the North for the Lea-Francis products—190, Deansgate, Manchester, Tel. Deansgate 4795. 10045

LEA-FRANCIS—Birmingham and Midlands distributors—Henry Garner, Ltd., 21, St. Andrew's, 221, High St., Dursley, 12, Works 120 Alcester Rd., Moseley, 13. 10510

LOYD
LOYD—For earliest delivery and expert service, write Westmore Motors, Ltd., Imperial Garage, Winchester, Distributors for Hampshire, Tel. 4174. 10114

MORGAN
CONWAY MOTORS—Morgan distributors for the S.W.4—80, Goldhawk Rd., W.12. 10097

BASIL ROY, Ltd. Morgan distributors, orders now accepted—161, St. Paul's Rd., W.1. Langham 7123

MORGAN 4-0—Now new in earliest delivery, full specification on request—Morgans (London), Ltd., Chesham House, 61, North Rd., East Finchley station, N.2. Tudor 2501-2. 10135

NASH Cars spares and repairs through Nash Concessionaries, Ltd., only—Nash St., Albany Rd., N.W.1. Euston 558-9. 10584

OLDSMOBILE
DISTRIBUTORS (RAWLANCE) Ltd.—Sales, Service and Spares—Bridley Heath Garage, St. Leonards, Surrey, Tel. Lifford 330-1. 10602

OLDSMOBILE main dealer for London, Middlesex, Essex and adjoining counties—Lex Garages, Ltd., Service 2, Leamington St., W.1. Mayfair 8609. Some Parts 7, Pembroke Place (near Westbourne Grove), W.11 (Bayswater 3676). 10257

OPEL
LANCASHIRE and Cheshire distributors for Opel 4 main, service and spare parts—Mossley 15 10063

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Bus 2874-5. 10199

PEUGEOT
TOM KNOWLES, sole Peugeot concessionaries (Gt. Britain), 10, Brick St., Piccadilly W.1. May 5565

PONTIAC
PONTIAC—U.S. Concessionaries, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Farnham Rd., Ascot, Berks.

RENAULT
RENAULT—Distributors for Birmingham—Henry Garner, Ltd., Showrooms 221, High St., Dursley, 12, Works 120, Alcester Rd., Moseley 15 10510

METROPOLIS GARAGES, Ltd. the Renault distributors for sales, service and spare parts for all models 4-11, Machine St. (Oldham) W.14 585-7. 10060

RILEY
RILEY distributors "Wembley and district"—Your enquiries invited—Wembley Motors, Wembley 2636.

ROLLS-ROYCE
CAR MART, Ltd.,
OFFICIAL retailers, will be pleased to accept orders for future delivery.

ROLLS-ROYCE Silver Wrath touring limousine, coachwork by Messrs. Hopper & Co., finished cream and black.

ROLLS-ROYCE Silver Wrath touring limousine, coachwork by H. J. Mulliner & Co., Ltd. finished black.

CAR MART, Ltd. 150, Park Lane, W.1. Grosvenor 3434. 16072

DAVID ROSENFELD, Ltd.
OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 76, Deansgate, Manchester
PHONE Blackfriars 4942

SERVICE station: Chesham Hill Rd., MANCHESTER, 8, Tel. Blackfriars 2802. 10561

CROSE, Ltd. Northampton.
OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.
MARFAIR Northampton, Tel. 4540. 10520

JACK OLDING of Mayfair, the official retailers, will be pleased to quote delivery of new and used Bentley and Rolls-Royce cars on application—Audley House, North Audley St., W.1. Mayfair 5242. 10516

RIPPOON BROS., Ltd. the largest Rolls-Royce and Bentley distributors of Silver Wrath and Mark VI Bentley cars with special coachwork. Rolls-Royce specialists since 1925—Rippon Bros., Ltd. Haverfield 6340.

H. A. FOX & Co., Ltd. official Rolls-Royce and Bentley retailers and repairers, please consult us for delivery particulars of new Rolls-Royce and Bentley cars—H. A. Fox & Co., Ltd. 5-5, Burlington Gardens, Old Bond St. W.1. Tel. Regent 7267. 10445

ROVER
HENLYS, England's Leading Motor Agents
ROVER distributors.
DEVONSHIRE House, Piccadilly W.1. (Grosvenor 2287).
HENLYS House 505 Euston Rd. N.W.1. Euston 4434. 10544

COME to the pre-war specialists for anything Rover.
JOEON MOTORS, Ltd., Barnet, Herts. Tel. Byfleet 4100. 10560

SURREY MOTORS, Ltd. High Rd., Sutton—Rover main dealer, Sutton and district. Spares and service. Tel. Vincent 4434. 10565

NEW CARS FOR SALE

ROVER
COOMBS & SONS (LONDON), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey—St. Catherine's Garage, Guildford, GU27 9 J. (0245)
NORTHAMPTONSHIRE and **North Bucks**—Grose, Ltd., for Rover distributors and parts service. 10001
 101 Northampton, Tel. 5440 (0245)
ROSENFIELD for Rover, distributors for Lancashire and Cheshire—D. Rosenfield, Ltd., 76, Deansgate, Manchester, Tel. Deansgate 5455. (0686)
PLYMOUTH, St. Devon, E. Cornwall—R. H. Hume & Co., Rover distributors, service and spares specialists. Alexandra Rd., Plymouth, Tel. 5053 (0901)

SINGER
 SINGER—Birmingham and Midlands distributors.
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

SINGER
SINGER—O. E. Lawrence (Motors) Ltd., Aylesbury, Bucks, distributors for Mid and North Bucks and part of Herts, spare and service—AYLEBURY 568. (0186)

SALES, service, spares.
STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.
CARRIS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Cro. 6089-9. (0026)
K for N.W. Kent—137, 140, Widmore Rd., Bromley, Kent, Nav. 5456-7-8-9. (0620)
STANDARD and Triumph distributors in Surrey since 1911—Lankaster Engineering Co., Ltd., 39-45, Eden St., Kingston, Tel. Kingston 3151-4. (0042)

STUDEBAKER DISTRIBUTORS, Ltd., 365, Euston Rd., N.W.1, Euston 4444—Spares for all models. Hawker Crs., Camden Town, Oct. 4181. (0030)

STUDEBAKER
STUDEBAKER DISTRIBUTORS, Ltd., 365, Euston Rd., N.W.1, Euston 4444—Spares for all models. Hawker Crs., Camden Town, Oct. 4181. (0030)

STUDEBAKER
STUDEBAKER DISTRIBUTORS, Ltd., 365, Euston Rd., N.W.1, Euston 4444—Spares for all models. Hawker Crs., Camden Town, Oct. 4181. (0030)

STUDEBAKER
STUDEBAKER DISTRIBUTORS, Ltd., 365, Euston Rd., N.W.1, Euston 4444—Spares for all models. Hawker Crs., Camden Town, Oct. 4181. (0030)

VAUXHALL
VAUXHALL
 VAUXHALL cars—Glas & Kilburn Ltd., Showrooms—6, Berkeley Sq., W.1, Grosvenor 4328. (2584)
PARTS and service—Western Ave., W.3, Acorn 6611. (0019)

J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists—157-169, Widmore Rd., Bromley, Kent, Nav. 5456-7-8-9. (0620)

MISCELLANEOUS CARS
 ALL particulars of the new Number: Hilman and A. Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. (0012)

MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong, Humber, Triumph, Rover and H.R.O. full sales and service facilities, hire purchase and insurance arranged immediately—Call phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15, Tel. Sta. 4245. (2409)

MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong, Humber, Triumph, Rover and H.R.O. full sales and service facilities, hire purchase and insurance arranged immediately—Call phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15, Tel. Sta. 4245. (2409)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE
WIMBLEDON CAR HIRE.
 SELF-DRIVE specialists for dependable Austins from 1932-1950. We never closed.
 1932-1950. We never closed.
MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

MANCHESTER
 S. Henry Currier, Ltd., Showrooms: 221, High St., Dursley, 12, works: Alcester Rd., Moseley, 13.
MANCHESTER, South Lancashire, North Cheshire, Manchester, special service and spares facilities—Parkers Ltd., Distributors, Bradshawale, Bolton, Tel. 490, Deansgate, Manchester, Deansgate 4507 (0530)

CARS FOR HIRE
EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 4 and 6 loop Ford, £15.15 week, £30 14 days, no mileage limit. 555-556, 280 Millwood Road, Herne Hill, S.E.24. (0683)
DRIVE YOURSELF HIRE CO. (LONDON), LTD.—Hiring by the hour, £1 per day, 10 days, continental touring, business, etc., tariff on request. 14, Fishers' Bank, N.W.4, Can. 1131-32, and Chester Close, Chester Street, Grosvenor Place, S.W.1, Slo. 3844. (0507)
VAUXHALL, self-drive, Vauxhams, post-war, 1400 cc, fitted heaters, radio from 7s.6d. per week, reductions month and over, excess mileage only 3d. per mile, A.A., R.A.C., Continental touring, overseas visits welcomed. Synchro Garage, Ltd. 1, Petersham Mees S.W.7, Witten 4108. (0636)

EXCHANGE
ROWLAND SMITH will quote for your car in part exchange—Parties, and list on request.
 HIRE, purchase, finance, or outright, delivery same day, no references, no enquiries, cash returned on exchange.
ROWLAND SMITH, Hampstead High St., (Hampstead Tube), Open 9-7 week-days, Sat. Mar. 6041.

1949-50 Austin Sheerline, mileage 6,000, show, superb, room condition, black, owner sold above wishes 7/10 for sale, would exchange on cost—Tel. Stroud 5408. (02504)
EXCHANGE 1950 Ford 22 fixed head coupe, split axle, 1 P.8. engine reconditioned, not run in, just re-upgraded, 1000 at Dundee, not taxed, for good fast. Box 8405. (2408)

RAYMOND WAY of Kilginn, the exchange specialists, offer 250 cars for 1950, anything in exchange—Call on Ray. Kilginn, Maple Vale, 4244 (10 lines), Kilburn Park, Waterloo Line 150, day. Open till 7 p.m. 6 days a week. (0551)

CAPACITY AVAILABLE
 POWER punching and cutting, sizes up to 56in. x 36in; some materials, felt, etc., supplied—Box 8360. (2370)

CAR COVERS
BALLOON fabric car covers, new waterproof, tear-proof, 100 yds. 70 yds. 50 yds. 40 yds. 30 yds. 20 yds. 10 yds. 5 yds. 2 yds. 1 yd. 1/2 yd. 1/4 yd. 1/8 yd. 1/16 yd. 1/32 yd. 1/64 yd. 1/128 yd. 1/256 yd. 1/512 yd. 1/1024 yd. 1/2048 yd. 1/4096 yd. 1/8192 yd. 1/16384 yd. 1/32768 yd. 1/65536 yd. 1/131072 yd. 1/262144 yd. 1/524288 yd. 1/1048576 yd. 1/2097152 yd. 1/4194304 yd. 1/8388608 yd. 1/16777216 yd. 1/33554432 yd. 1/67108864 yd. 1/134217728 yd. 1/268435456 yd. 1/536870912 yd. 1/1073741824 yd. 1/2147483648 yd. 1/4294967296 yd. 1/8589934592 yd. 1/17179869184 yd. 1/34359738368 yd. 1/68719476736 yd. 1/137438953472 yd. 1/274877906944 yd. 1/549755813888 yd. 1/1099511627776 yd. 1/2199023255552 yd. 1/4398046511104 yd. 1/8796093022208 yd. 1/17592186044416 yd. 1/35184372088832 yd. 1/70368744177664 yd. 1/140737488355328 yd. 1/281474976710656 yd. 1/562949953421312 yd. 1/1125899906842624 yd. 1/2251799813685248 yd. 1/4503599627370496 yd. 1/9007199254740992 yd. 1/18014398509481984 yd. 1/36028797018963968 yd. 1/72057594037927936 yd. 1/144115188075855872 yd. 1/288230376151711744 yd. 1/576460752303423488 yd. 1/1152921504606846976 yd. 1/2305843009213693952 yd. 1/4611686018427387904 yd. 1/9223372036854775808 yd. 1/18446744073709551616 yd. 1/36893488147419103232 yd. 1/73786976294838206464 yd. 1/147573952589676412928 yd. 1/295147905179352825856 yd. 1/590295810358705651712 yd. 1/1180591620717411303424 yd. 1/2361183241434822606848 yd. 1/4722366482869645213696 yd. 1/9444732965739290427392 yd. 1/18889465931478580854784 yd. 1/37778931862957161709568 yd. 1/75557863725914323419136 yd. 1/151115727451828646838272 yd. 1/302231454903657293676544 yd. 1/604462909807314587353088 yd. 1/1208925819614629174706176 yd. 1/2417851639229258349412352 yd. 1/4835703278458516698824704 yd. 1/9671406556917033397649408 yd. 1/19342813113834066795298816 yd. 1/38685626227668133590597632 yd. 1/77371252455336267181195264 yd. 1/154742504910672534362390528 yd. 1/309485009821345068724781056 yd. 1/618970019642690137449562112 yd. 1/1237940039285380274899124224 yd. 1/2475880078570760549798248448 yd. 1/4951760157141521099596496896 yd. 1/9903520314283042199192993792 yd. 1/19807040628566084398385987584 yd. 1/39614081257132168796771975168 yd. 1/79228162514264337593543950336 yd. 1/158456325028528675187087900672 yd. 1/316912650057057350374175801344 yd. 1/633825300114114700748351602688 yd. 1/1267650600228229401496703205376 yd. 1/2535301200456458802993406410752 yd. 1/5070602400912917605986812821504 yd. 1/10141204801825835211973625643008 yd. 1/20282409603651670423947251286016 yd. 1/40564819207303340847894502572032 yd. 1/81129638414606681695789005144064 yd. 1/162259276829213363391578010288128 yd. 1/324518553658426726783156020576256 yd. 1/649037107316853453566312041152512 yd. 1/1298074214633706907132624082305024 yd. 1/2596148429267413814265248164610048 yd. 1/5192296858534827628530496329220096 yd. 1/10384593717069655257060992658440192 yd. 1/20769187434139310514121985316880384 yd. 1/41538374868278621028243970633760768 yd. 1/83076749736557242056487941267521536 yd. 1/166153499473114484112975882535043072 yd. 1/332306998946228968225951765070086144 yd. 1/664613997892457936451903530140172288 yd. 1/1329227995784915872903807060280344576 yd. 1/2658455991569831745807614120560689152 yd. 1/5316911983139663491615228241121378304 yd. 1/10633823966279326983230456482242756608 yd. 1/21267647932558653966460912964485513216 yd. 1/42535295865117307932921825928971026432 yd. 1/85070591730234615865843651857942052864 yd. 1/170141183460469231731687303715884105728 yd. 1/340282366920938463463374607431768211456 yd. 1/680564733841876926926749214863536422912 yd. 1/1361129467683753853853498429727072845824 yd. 1/272225893536750770770699685945414569152 yd. 1/544451787073501541541399371890829138304 yd. 1/1088903574147003083082798743781658276608 yd. 1/2177807148294006166165597487563316553216 yd. 1/43556142965880123323311949751266331066304 yd. 1/87112285931760246646623899502532662132608 yd. 1/17422457186352049329324779900506524262528 yd. 1/34844914372704098658649559801013048525056 yd. 1/69689828745408197317299119602026097050112 yd. 1/139379657490816394634598232004052194100224 yd. 1/278759314981632789269196464008104388200448 yd. 1/557518629963265578538392928016208776400896 yd. 1/1115037259926531157076785856032417552801792 yd. 1/2230074519853062314153571712064835105603584 yd. 1/4460149039706124628307143424129670211207168 yd. 1/8920298079412249256614286848259340222414336 yd. 1/17840596158824498513228573696518680444828672 yd. 1/3568119231764899702645714739303736088975344 yd. 1/7136238463529799405291429478607472177950688 yd. 1/14272476927059598810582858957214944355901376 yd. 1/28544953854119197621165717914429888711802752 yd. 1/5708990770823839524233143582885977422360544 yd. 1/11417981541647679048466287165771954844721088 yd. 1/22835963083295358096932574331543909689442176 yd. 1/45671926166590716193865148663087819378884352 yd. 1/91343852333181432387730297326175638757768704 yd. 1/182687704666362864775460594652351277515537408 yd. 1/365375409332725729550921189304702555031074816 yd. 1/730750818665451459101842378609405110062149632 yd. 1/1461501637330902918203684757218810220124199264 yd. 1/2923003274661805836407369514437620440248398528 yd. 1/5846006549323611672814739028875240880496797056 yd. 1/11692013098647223345629478057750481760993594112 yd. 1/23384026197294446691258956115500963521987188224 yd. 1/4676805239458889

LETTERS FROM

CARBURETTORS, ECONOMISERS

ELECTRICAL EQUIPMENT
POWERCO—Greatest surplus bargains, all curr. paid.
\$80—6 dynamos, 34v, 1,000w 9x7in, extra large cap
 34-56, 1,250w dynamos, 69/10; mains 230v
 3 large 12x8in battery chargers 6 Sump. £4 17/8;
 ventilating blowers 12 or 24v. 59/-; engines 1.2hp com-
 plete £17, hundreds other items.
ISTS free—Powerco, Walsworth Town Station,

cars, 50mm choke, vertical, \$9.95

ENGINES AND ACCESSORIES
J. ALSTIN & SONS, Ltd.
In stock Ford factory reconditioned exchange engines
4hp and 10hp also reconditioned exchange V8 22hp,
V8 50hp, V8 52hp Canadian and Mercury

15.

- 3. ☐ RAN new Ford 10hp and 50hp.
- 4. ☐ EXCHANGE Ford 8hp, 10hp and V8 30hp gear boxes.
- 5. ☐ EXCHANGE Morris 10hp and 12hp engines.
- 6. ☐ EXCHANGE Hillman Minx engines
- 7. ☐ EXCHANGE Austin 10hp engines.

a sets for American cars. Flexible pet
liters; prompt attention to postal or

39 EXCHANGE Austin 7hp blocks, crankshafts and con-
rods.
147, 149, 151, 153 and 205, High St., Harles-
den, N.W.10, Edgar 6236-7-8 and 7276. 10006
LARGE selection exchange reconditioned engines avail-
able from stock.—Morand, Ltd., Brook Mews North,
2. Paddington 9017. 10342
200 new and reconditioned engines for most popu-

s' service; chromium, cadmium, etc.—

BEARTS of Kingston, 102, London Rd., Kingston-on-Thames - Wolseley reconditioned factory exchange units, series II and III - Kingston 3348 10407
HUMBER Super Snipe, £25, Hillman Mink, £22 - The Hummer Specialists, Hadleigh Garage, Marlborough Lane, Coulsdon, Surrey Uplands 3637 10399
EUSTACE WATKINS, Ltd., Chelms Manor St., sole

at CLARKE, Ltd.—Large selection of
the motorist, illustrated catalogue free.

USTRIN 7 exchange reconditioned engines, 3-bearing £30, 2-bearing £27.10. Morris 8 £25 engine forwarded before return of old engine against returnable deposit.

D & H. MOTORS, Bignells Corner, South Mimms, Middlesex. Tel. South Mimms 2231-2. 17510

WELFELIN COURT GARAGE, Ltd. 40-42 Kensington

enquiries invited.—Shandon Road
Common, S.W.4. Tel. Tulse Hill 4505.

Part Rd., 11, Park 6456—Reconditioned engines for Hillman Minv, Standard 12 and other popular makes. No general overhauls &c.; repairs 10239

USTIN 8 and 10hp engines, reconditioned or restored 1940-1947 models, surplus to requirements, from £20 each; no exchange engine required.—Sueve Griffiths, Amberwell Green S.E.5. Rodney 2201-6. 19685

1-2hp J.A.P. Alco blower-cooled ohv engines, com-

147, 149, 151, 153 and 205, High St

TEDDINGTON ENGINEERING Co. Ltd. 29-31, High St. Teddington, Middx. Kin. 1193-4. 10369
GUARANTEED reconditioned replacement engines.
 Ford 8.10, £12/10; Morris 8. Standard 8, £17/10;
 Austin, Hillman 10, £25; Ford 2.50-32, £40; Vauxhall
 12hp, £30. —Ruthers, Eastern Ave., Romford 2352.

—Byron 3166.

EXCHANGE engine service to the trade. Austin, 2 Ford, Morris, Hillman, all models, ex-stock, fully conditioned and guaranteed, exchange and outright sale—Capita, Garage & Eng. Co., Ltd., 14, Princess Road, Moss Side, Manchester, 14. Tel: Mos 1752 10274

FORD V8-22hp exchange engines (all units) sleeved crankshaft ground standard underseal and rebuilt throughout, 6 months' guarantee, £48, fitting or delivery service if required.—Blackburn Auto Service, 41, ...

chassis, Van Norman process Hepolite

Blackbird Hill Garage, Ltd., offer immediate delivery of reconditioned engines for the following vehicles: Austin Big Seven 8hp, 10hp, 12hp, 14hp, commercial 2 to 5-ton 10hp van and W.D. utility, 8hp engine modified to suit Big Seven car Morris 8hp, 10hp, 12hp and 10cwt van; Standard 8hp and Hillman Minx. Our old engine taken in exchange please quote car

ing, crankshaft grinding and bal-
ancing, piston pin collection and deliv-

BLACKBIRD HILL GARAGE, Ltd. Blackbird Hill,
Kinsbury, N.W.9 Tel Colindale 6154-5 and 4465
MORRIS exchange reconditioned engine units. Morris
8 Series 1 & 11, E. & Z van, £18.10. Morris 10
33-34 and Series 1 & 11, £27.10. Morris 10 Series 34,
33-34, send for our post-free 12-page illustrated brochure—giving full details of this specialised service,
runs to the trade on application.—Mancot Engineering

ing and valve inserts fitted.—228.
V. 18.

AVAILABLE for immediate delivery, reconditioned engines, exchanges or outright sale: Rover 10, 12 and 14, Chrysler 20mp, Austin 4, 10 and 12, 1935-40 Morris 8 Series I, II and E; Morris 10, Series I, II, III and M; Morris 12, Series II; Hillman Minx, Number 12, 196, Ford 8, 10, 14, 9, 22, 30 and 52mp, standard 8, 9, and 12, 1935-46, Vauxhall 10, 12, 14 DK and J types.

CYLINDER HEADS

GARAGE EQUIPMENT
 1. IR compressors, high efficiency, modified, dynamic, single cylinder 2-stage, beautifully built to withstand high pressures.
 2. TYPE S.H. 6.2, air cooled, maximum output 28 cu ft

DYNAMICS

6000B, with pulley for 1/2 in V belt, \$4.10, plus delivery 5/6.
TYPE S.M.20, water cooled, maximum output 8 cu ft
1500B, \$10; or with holding down bracket and 10 in
diameter 1/2 in V belt pulley, \$12.12 delivery 10 - 10 lbs
request
Teddington Eng. Co., Ltd., 23-31, High St.,
Teddington Middlesex, Kin 1195-4, 0570
Machine, in good condition, £75.-Jack Rose, Ltd.,

price; established 27 years.—*See* Tuttle.

GEAR AND STEERING BOXES
 TEAR boxes - H & A Engineering, 55, Grant Rd.,
 # Adhcombe - Tel Add 2931 10501
 ry Grove, Isleworth 12554
 ry good condition, £110, also small horizontal milne
 size, 10 - 50ft coil - Tel. Hou. 7558 Wheelhouse, I.
 COMPRESSORS for sale, twin cylinder 180hp on

WIGEAR, Ltd., Bedford Park Works, B.

have complete receiver, price £35; new h.p.
IN centre Master lathe with geared head, sag-bed
and equipment, £185; 10in stroke shaping machine,

PARTS AND ACCESSORIES, REPAIRERS, ETC.

GEAR AND STEERING BOXES

FORD 8-10, new gear boxes, £14.10. Seeley, T.T. Motors, 10, Rutland House, The Drive, Rayleigh, Essex. (1018)

RECON, exchange gear boxes, repairs, spare parts. Makes! Competitive prices! Trade discount—10% Winchester Mews, N.W.5, Pri. 2647. (1017)

PRE-SELECTOR gear boxes as fitted to Daimler, Armstrong Siddeley, Riley cars, etc., repairs and adjustments—Archie Motors, Ltd., 169, Fulham Rd., S.W.5, Kensington 7201. (1021)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

17—1946 steering box Ford 3hp; Hillman Minx 1946 steering box; 1946 Standard 21-cv. all types stocked (steering boxes reconditioned)—Withams Motors, Ltd., 18, Balham Hill, S.W.12, Battersea 3200/3760. (1014)

LOOSE COVERS

TAILORED loose covers for all cars; pre-war models a specialty.

CHOICE of colours, contrasting piped seams, superior hand-crafting, well clothed, washable, dustproof, perfect fitting; full sets from £4.15 carriage paid; immediate delivery; samples and prices—Quinn, Crossways, Heston, Surrey, Kent, Swanley Junction 2403. (1562)

AUTO-STYLE tailored loose covers, all cars, specialty service Austin, Morris, Armstrong, Inc. Tarrant's Industrial Cover Co., 24, Queens Mews, W.2, Bay 7119.

LOOSE seat covers, tailored for every make of car; list and patterns—Oyer & Co., Ltd., The Car Tailors, 62, New Cavendish St., Marylebone, London, W.1, Museum 6856. (10210)

CAR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; samples on request; write or tel.—Car-Coverall, Ltd., 169, Regent Street, London, W.1, Regent 7124-5. (10418)

KUMFACOR, for fine loose covers in Tytan; sales loose covers made from hardwearing Tytan woven fabric available for post-war models, attractive colours and designs, easy to keep clean; ask your factor to supply pattern and price list; if any difficulty write—Kumfacor Products, Italiafas. (1091)

MAGNETOS

CLARKE'S MOTOR WORKS—Hundred 17 stock; 177 for that repair replacement—96, Tube Hill, London, S.W.2, Tube Hill 6002. (10298)

WOOL, pile carpets, rubber and Duralin mats in many colours to suit any mode state h-v. post.

UPHOLSTERY covers, luggage covers, seat and wing protectors, dust sheets, loose cushions, immediate delivery—The Car-Mat Co., Ltd. (Est. 1933), 16, Colville Rd., Westbury-on-Trym, N. 11, Bath 563-5. (1018)

HOSE reels for airlines, paint spraying, etc., spring loaded for easy use—Auto-Feed (Cambridge) Ltd., 10, Dunlop Road, London, E.C.1, Holborn 8177. (1962)

CR wide, 5 in tapering to 1.5 in, price 19.6; also approx. 35 in long, 10 in wide, 3 in thick, price 15.1; post.

CLAUDE RYE, Ltd., 995-991, Fulham Rd., London, S.W.6, Renard 917. (1918)

MISCELLANEOUS

PLATINUM contact points, crucibles and scrap platinum wanted for good cash, write for list a year—L. A. Maltby, Ltd., London, E.C.1, Holborn 8177. (1975)

STEEL aluminium, brass and other non-ferrous sheets, strip, bars, etc., any quantity, gauge, size, immediate payment—O. G. Shearn, Ltd., 5274, Green Lane, Oldham, Middlesex, 731, Feitham. (1969)

MUGGUARDS

RUNNING boards and mudguards, most makes in stock—Brooks & Co., 5 and 6, Frederick Place, Brighton, BN1 1AT, Brighton 6783. (1020)

PARTS AND ACCESSORIES

AS

WE are now dismantling 1932 Rover 6; 1936 Morris 8 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 20; 1930 21hp; 1935 Hillman 10; 1935 Austin Light 12-4 and many others.

LET us have your enquiries; we have been dismantling 1932 Rover 6 for parts for many years, and we may have that part you require.

1932 Standard Little 9; 1934 Hillman Minx 10; 1936 Standard V.8 20; 1935 Austin Light 12-4; 1934 Lancaster 16; 1936 Wolseley 14 Series 2; 1936 Rover 10 Series 1; 1934 Triumph Gloria 12-9; 1936 Rover 14; 1930 Standard 9; 1923 Rolls-Royce 2

PARTS AND ACCESSORIES, REPAIRERS, ETC.

REPAIRERS, WELDING, ETC.

BARIMAR for scientific welding repairs under Nuffield money-back guarantee.
CRACKED and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankshafts, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process.
BARIMAR HOUSE, 22-24, Peterborough Rd., Fulham, London, S.W.6. Tel. ROVER 2147-8. Night calls ROVER 2148. Telegrams: Barimarar, Walswood, London. Branches at Birmingham, Newcastle, Manchester. (Glasgow are also operating at full blast) 10017

QUICK and efficient repairs, rebores, slencers and springs repaired, drums skinned, crash specialists, panel beating, reconditioning, trimming, re-chroming.
RONALD KENT (COACHBUILDERS), Ltd.—See address under Coachbuilders & Bodies.
EXHAUST, solid-drawn mild-steel tubing, for construction and repair; all sizes and gauges in stock.
H. HARRISON, 20, Byron Hill Garage, 61, West Rd., Isleworth, Middx. Tel. HOUSLOW 6613. 10009

FEEDWAY MOTORS, Ltd., Worthing—Light car repairs, every description, rebores, slencers, accessories, etc. 10039

HITCHKINS GARAGE, 490, Old Kent Rd., E. 10039
 H. Bermardson 1977—Complete overhauls and repairs. See Radiators (Machinists).
W. G. GROVY, your engine repair specialists. See Benham Lane Garage for specialised services. 10010

SHIRLEY, Croydon—Complete overhauls and repairs, also cylinder spraying for qualified workmen.
Garage 274, Wilham Rd., S.W. 2020. 10024

BRAKE drums, skinned and returned in 48 hours; also general car work.
Pollet, Ltd. 12, Wellesley Ave. W.6. Riv. 1413. 10015

BREAKDOWN service 24 hours, A.A., R.A.C. and the trade; repairs, service 24 hours, estimates given free—Enterprise Garage, Langford Place, Abbey Rd., N.W. 10011

CRACKED cylinder blocks repaired by low temperature process, no pre-heating or dismantling; also general cylinder work.
Victors, 84, Hendon, N.W. 10036 10122

BRIDGE—Grove's car friends that can undertake any repairs in any car, large stock of Vauxhall motors always carried—24 hours, Maidenhead 909. 10026

CRYSTAL ENGINEERING CO., Ltd., specialists in welding and all engine repairs; Cromford liners fitted, collection and delivery—53, Old Suffolk St., E. 10011

GALLAY, Ltd., can give immediate service in the repairs and rebuilding of motor radiators, metal tanks, wings, etc. chromium plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 103-109, Scrabble Lane, Wellingborough 904. 10036

NATIONAL ASSOCIATION OF CRANKSHAFT & CYLINDER REPAIRERS, Ltd., specialists in a hospital instruction booklet called Modern Engine Repair, before having any engine repairs done it will pay you to send for this free booklet, post free, from Secretary, 110, Ashby Rd., Bristol. 10008

CONCESSIONAIRES, Ltd., offer a complete and prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and vehicles. J.P.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winchford Road, 2522-4), and 5, Jubilee Place, London (W. 10013)

KILSHAP'S RECOVERY CO. (New Process), can you imagine a car you can't get out of a broken shaft or worn axle casing? The former can be repaired and the latter returned to its original condition. We will forward you a replacement—Montrose Motors, Ltd., Wembley. 10006

QUICK service—Brake drums skinned and returned same day if desired; rebores and complete engine and chassis overhauls; complete repairs of every description, including road, by fully qualified mechanics; car and commercial-size tyre always in stock; trade enquiries invited—Marylebone Garage, Ltd., Automobile and General Engineering, Dorset Close, Gloucester Place, N.W. 1. Tel. 6091. 10036

ROOF LUGGAGE RACKS

VICTORIA roof racks to fit your car, seen everywhere. Price 3 guineas from your garage or the wholesale concessionaires, C.O. Motman & Co., 50, Vauxhall Bridge Road, London S.W.1. Telephone 2211. 10009

THE PORTLAND TELEPHONE and Wainwright Brothers, the world's best roof racks, from 6 guineas from your garage or direct from Main Distributor, Port Portland Co., Ltd., 20, Avenue Road, W.13 (opposite Olympia), Fulham. 10128

SAFETY GLASS

SAFETY glass supplied, cut and fitted to any pattern.
G. W. WILSON, 11, Weymouth Park, W. 10081
TRIPLEX supplied and fitted while you wait—400, Newlyn Road, London, W. 10115
JOHN A. SPARKS & Co., 11, Weymouth Park, W. 10081

SHOCK ABSORBERS

ARMSTRONG, the leading hydraulic shock absorbers as fitted to the majority of 1946-50 cars; all types available ex-stock from 1938 onwards; main distributors
PARIS, EXETER, Ltd., 20, Avenue Road, London, W.14 (opposite Olympia), Fulham 4211 10019

JOHN A. SPARKS & Co., for
ULVAN & GIRLING—As the largest stockholders we can now execute 95% of all orders received, immediate exchange delivery.
JOHN A. SPARKS & Co., Girling Main Distributors, Streatham Hill S.W.2. Tel. 3354 (4 lines). 10056

ARMSTRONG shock absorber service in Scotland—large stocks.
IMMEDIATE replacement service.

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. 10077
OTOPOLO dampers, distributors for North, North-West London and Hertfordshire, large stocks for immediate conversion and trade enquiries invited.
BROADFIELDS GARAGE & ENGINEERING CO., 10, Lutter Street, Standard House, Cockfosters, Tel. Barnes 7501-2. 10019

SHOCK ABSORBERS

ARMSTRONG, the leading hydraulic shock absorbers.

AS fitted to 75% of British cars.
 All types available from stock.
FULL trade terms.

SEND for full particulars and price list to your nearest distributor.
LONDON and South:

THE PAIR EQUIPMENT CO., Ltd., 20, Ascombe Rd., Epsom, S.W.14. Tel. Fulham 5211.
BIRMINGHAM:

MESSRS. MARLER & PARTRIDGE, Ltd., 278, Post Office St., London, E.C.1. Tel. Acc. 0801.
MESSRS. BRACEHILL & MOTORS, Ltd., Brook's Bar 16, Tel. Moss Side 2245.

NOTTINGHAM:
MESSRS. DICKENS (SHOCK ABSORBERS), Ltd., 10, Bullington Street, Alder Street, Central Tel. 6000.
ARMSTRONG'S PATENTS CO., Ltd.

PASTORATE, Beverley, Yorkshire, Tel. 410-560.
ROBIN HOOD GARAGE (ANERLEY), Ltd., 10, Annerley Road, Annerley, S.E.10. 10021

REPAIR with Moulds.
REPAIR with Moulds.
TRADE enquiries welcomed.

OVER the counter service.
LET us have your linkage for conversion and repair.

OBTAIN the "new ride" from the main distributors for London (south of the Thames), Kent and Surrey—Croydon Rd., Anerley, S.E.20. Tel. Sydenham 7065-6.

ROBIN HOOD GARAGE (ANERLEY), Ltd., 10, Annerley Road, Annerley, S.E.10. 10021

ARMSTRONG double piston shock absorbers, 29/16 inch, 30/16 inch, 31/16 inch, 32/16 inch, 33/16 inch, 34/16 inch, 35/16 inch, 36/16 inch, 37/16 inch, 38/16 inch, 39/16 inch, 40/16 inch, 41/16 inch, 42/16 inch, 43/16 inch, 44/16 inch, 45/16 inch, 46/16 inch, 47/16 inch, 48/16 inch, 49/16 inch, 50/16 inch, 51/16 inch, 52/16 inch, 53/16 inch, 54/16 inch, 55/16 inch, 56/16 inch, 57/16 inch, 58/16 inch, 59/16 inch, 60/16 inch, 61/16 inch, 62/16 inch, 63/16 inch, 64/16 inch, 65/16 inch, 66/16 inch, 67/16 inch, 68/16 inch, 69/16 inch, 70/16 inch, 71/16 inch, 72/16 inch, 73/16 inch, 74/16 inch, 75/16 inch, 76/16 inch, 77/16 inch, 78/16 inch, 79/16 inch, 80/16 inch, 81/16 inch, 82/16 inch, 83/16 inch, 84/16 inch, 85/16 inch, 86/16 inch, 87/16 inch, 88/16 inch, 89/16 inch, 90/16 inch, 91/16 inch, 92/16 inch, 93/16 inch, 94/16 inch, 95/16 inch, 96/16 inch, 97/16 inch, 98/16 inch, 99/16 inch, 100/16 inch, 101/16 inch, 102/16 inch, 103/16 inch, 104/16 inch, 105/16 inch, 106/16 inch, 107/16 inch, 108/16 inch, 109/16 inch, 110/16 inch, 111/16 inch, 112/16 inch, 113/16 inch, 114/16 inch, 115/16 inch, 116/16 inch, 117/16 inch, 118/16 inch, 119/16 inch, 120/16 inch, 121/16 inch, 122/16 inch, 123/16 inch, 124/16 inch, 125/16 inch, 126/16 inch, 127/16 inch, 128/16 inch, 129/16 inch, 130/16 inch, 131/16 inch, 132/16 inch, 133/16 inch, 134/16 inch, 135/16 inch, 136/16 inch, 137/16 inch, 138/16 inch, 139/16 inch, 140/16 inch, 141/16 inch, 142/16 inch, 143/16 inch, 144/16 inch, 145/16 inch, 146/16 inch, 147/16 inch, 148/16 inch, 149/16 inch, 150/16 inch, 151/16 inch, 152/16 inch, 153/16 inch, 154/16 inch, 155/16 inch, 156/16 inch, 157/16 inch, 158/16 inch, 159/16 inch, 160/16 inch, 161/16 inch, 162/16 inch, 163/16 inch, 164/16 inch, 165/16 inch, 166/16 inch, 167/16 inch, 168/16 inch, 169/16 inch, 170/16 inch, 171/16 inch, 172/16 inch, 173/16 inch, 174/16 inch, 175/16 inch, 176/16 inch, 177/16 inch, 178/16 inch, 179/16 inch, 180/16 inch, 181/16 inch, 182/16 inch, 183/16 inch, 184/16 inch, 185/16 inch, 186/16 inch, 187/16 inch, 188/16 inch, 189/16 inch, 190/16 inch, 191/16 inch, 192/16 inch, 193/16 inch, 194/16 inch, 195/16 inch, 196/16 inch, 197/16 inch, 198/16 inch, 199/16 inch, 200/16 inch, 201/16 inch, 202/16 inch, 203/16 inch, 204/16 inch, 205/16 inch, 206/16 inch, 207/16 inch, 208/16 inch, 209/16 inch, 210/16 inch, 211/16 inch, 212/16 inch, 213/16 inch, 214/16 inch, 215/16 inch, 216/16 inch, 217/16 inch, 218/16 inch, 219/16 inch, 220/16 inch, 221/16 inch, 222/16 inch, 223/16 inch, 224/16 inch, 225/16 inch, 226/16 inch, 227/16 inch, 228/16 inch, 229/16 inch, 230/16 inch, 231/16 inch, 232/16 inch, 233/16 inch, 234/16 inch, 235/16 inch, 236/16 inch, 237/16 inch, 238/16 inch, 239/16 inch, 240/16 inch, 241/16 inch, 242/16 inch, 243/16 inch, 244/16 inch, 245/16 inch, 246/16 inch, 247/16 inch, 248/16 inch, 249/16 inch, 250/16 inch, 251/16 inch, 252/16 inch, 253/16 inch, 254/16 inch, 255/16 inch, 256/16 inch, 257/16 inch, 258/16 inch, 259/16 inch, 260/16 inch, 261/16 inch, 262/16 inch, 263/16 inch, 264/16 inch, 265/16 inch, 266/16 inch, 267/16 inch, 268/16 inch, 269/16 inch, 270/16 inch, 271/16 inch, 272/16 inch, 273/16 inch, 274/16 inch, 275/16 inch, 276/16 inch, 277/16 inch, 278/16 inch, 279/16 inch, 280/16 inch, 281/16 inch, 282/16 inch, 283/16 inch, 284/16 inch, 285/16 inch, 286/16 inch, 287/16 inch, 288/16 inch, 289/16 inch, 290/16 inch, 291/16 inch, 292/16 inch, 293/16 inch, 294/16 inch, 295/16 inch, 296/16 inch, 297/16 inch, 298/16 inch, 299/16 inch, 300/16 inch, 301/16 inch, 302/16 inch, 303/16 inch, 304/16 inch, 305/16 inch, 306/16 inch, 307/16 inch, 308/16 inch, 309/16 inch, 310/16 inch, 311/16 inch, 312/16 inch, 313/16 inch, 314/16 inch, 315/16 inch, 316/16 inch, 317/16 inch, 318/16 inch, 319/16 inch, 320/16 inch, 321/16 inch, 322/16 inch, 323/16 inch, 324/16 inch, 325/16 inch, 326/16 inch, 327/16 inch, 328/16 inch, 329/16 inch, 330/16 inch, 331/16 inch, 332/16 inch, 333/16 inch, 334/16 inch, 335/16 inch, 336/16 inch, 337/16 inch, 338/16 inch, 339/16 inch, 340/16 inch, 341/16 inch, 342/16 inch, 343/16 inch, 344/16 inch, 345/16 inch, 346/16 inch, 347/16 inch, 348/16 inch, 349/16 inch, 350/16 inch, 351/16 inch, 352/16 inch, 353/16 inch, 354/16 inch, 355/16 inch, 356/16 inch, 357/16 inch, 358/16 inch, 359/16 inch, 360/16 inch, 361/16 inch, 362/16 inch, 363/16 inch, 364/16 inch, 365/16 inch, 366/16 inch, 367/16 inch, 368/16 inch, 369/16 inch, 370/16 inch, 371/16 inch, 372/16 inch, 373/16 inch, 374/16 inch, 375/16 inch, 376/16 inch, 377/16 inch, 378/16 inch, 379/16 inch, 380/16 inch, 381/16 inch, 382/16 inch, 383/16 inch, 384/16 inch, 385/16 inch, 386/16 inch, 387/16 inch, 388/16 inch, 389/16 inch, 390/16 inch, 391/16 inch, 392/16 inch, 393/16 inch, 394/16 inch, 395/16 inch, 396/16 inch, 397/16 inch, 398/16 inch, 399/16 inch, 400/16 inch, 401/16 inch, 402/16 inch, 403/16 inch, 404/16 inch, 405/16 inch, 406/16 inch, 407/16 inch, 408/16 inch, 409/16 inch, 410/16 inch, 411/16 inch, 412/16 inch, 413/16 inch, 414/16 inch, 415/16 inch, 416/16 inch, 417/16 inch, 418/16 inch, 419/16 inch, 420/16 inch, 421/16 inch, 422/16 inch, 423/16 inch, 424/16 inch, 425/16 inch, 426/16 inch, 427/16 inch, 428/16 inch, 429/16 inch, 430/16 inch, 431/16 inch, 432/16 inch, 433/16 inch, 434/16 inch, 435/16 inch, 436/16 inch, 437/16 inch, 438/16 inch, 439/16 inch, 440/16 inch, 441/16 inch, 442/16 inch, 443/16 inch, 444/16 inch, 445/16 inch, 446/16 inch, 447/16 inch, 448/16 inch, 449/16 inch, 450/16 inch, 451/16 inch, 452/16 inch, 453/16 inch, 454/16 inch, 455/16 inch, 456/16 inch, 457/16 inch, 458/16 inch, 459/16 inch, 460/16 inch, 461/16 inch, 462/16 inch, 463/16 inch, 464/16 inch, 465/16 inch, 466/16 inch, 467/16 inch, 468/16 inch, 469/16 inch, 470/16 inch, 471/16 inch, 472/16 inch, 473/16 inch, 474/16 inch, 475/16 inch, 476/16 inch, 477/16 inch, 478/16 inch, 479/16 inch, 480/16 inch, 481/16 inch, 482/16 inch, 483/16 inch, 484/16 inch, 485/16 inch, 486/16 inch, 487/16 inch, 488/16 inch, 489/16 inch, 490/16 inch, 491/16 inch, 492/16 inch, 493/16 inch, 494/16 inch, 495/16 inch, 496/16 inch, 497/16 inch, 498/16 inch, 499/16 inch, 500/16 inch, 501/16 inch, 502/16 inch, 503/16 inch, 504/16 inch, 505/16 inch, 506/16 inch, 507/16 inch, 508/16 inch, 509/16 inch, 510/16 inch, 511/16 inch, 512/16 inch, 513/16 inch, 514/16 inch, 515/16 inch, 516/16 inch, 517/16 inch, 518/16 inch, 519/16 inch, 520/16 inch, 521/16 inch, 522/16 inch, 523/16 inch, 524/16 inch, 525/16 inch, 526/16 inch, 527/16 inch, 528/16 inch, 529/16 inch, 530/16 inch, 531/16 inch, 532/16 inch, 533/16 inch, 534/16 inch, 535/16 inch, 536/16 inch, 537/16 inch, 538/16 inch, 539/16 inch, 540/16 inch, 541/16 inch, 542/16 inch, 543/16 inch, 544/16 inch, 545/16 inch, 546/16 inch, 547/16 inch, 548/16 inch, 549/16 inch, 550/16 inch, 551/16 inch, 552/16 inch, 553/16 inch, 554/16 inch, 555/16 inch, 556/16 inch, 557/16 inch, 558/16 inch, 559/16 inch, 560/16 inch, 561/16 inch, 562/16 inch, 563/16 inch, 564/16 inch, 565/16 inch, 566/16 inch, 567/16 inch, 568/16 inch, 569/16 inch, 570/16 inch, 571/16 inch, 572/16 inch, 573/16 inch, 574/16 inch, 575/16 inch, 576/16 inch, 577/16 inch, 578/16 inch, 579/16 inch, 580/16 inch, 581/16 inch, 582/16 inch, 583/16 inch, 584/16 inch, 585/16 inch, 586/16 inch, 587/16 inch, 588/16 inch, 589/16 inch, 590/16 inch, 591/16 inch, 592/16 inch, 593/16 inch, 594/16 inch, 595/16 inch, 596/16 inch, 597/16 inch, 598/16 inch, 599/16 inch, 600/16 inch, 601/16 inch, 602/16 inch, 603/16 inch, 604/16 inch, 605/16 inch, 606/16 inch, 607/16 inch, 608/16 inch, 609/16 inch, 610/16 inch, 611/16 inch, 612/16 inch, 613/16 inch, 614/16 inch, 615/16 inch, 616/16 inch, 617/16 inch, 618/16 inch, 619/16 inch, 620/16 inch, 621/16 inch, 622/16 inch, 623/16 inch, 624/16 inch, 625/16 inch, 626/16 inch, 627/16 inch, 628/16 inch, 629/16 inch, 630/16 inch, 631/16 inch, 632/16 inch, 633/16 inch, 634/16 inch, 635/16 inch, 636/16 inch, 637/16 inch, 638/16 inch, 639/16 inch, 640/16 inch, 641/16 inch, 642/16 inch, 643/16 inch, 644/16 inch, 645/16 inch, 646/16 inch, 647/16 inch, 648/16 inch, 649/16 inch, 650/16 inch, 651/16 inch, 652/16 inch, 653/16 inch, 654/16 inch, 655/16 inch, 656/16 inch, 657/16 inch, 658/16 inch, 659/16 inch, 660/16 inch, 661/16 inch, 662/16 inch, 663/16 inch, 664/16 inch, 665/16 inch, 666/16 inch, 667/16 inch, 668/16 inch, 669/16 inch, 670/16 inch, 671/16 inch, 672/16 inch, 673/16 inch, 674/16 inch, 675/16 inch, 676/16 inch, 677/16 inch, 678/16 inch, 679/16 inch, 680/16 inch, 681/16 inch, 682/16 inch, 683/16 inch, 684/16 inch, 685/16 inch, 686/16 inch, 687/16 inch, 688/16 inch, 689/16 inch, 690/16 inch, 691/16 inch, 692/16 inch, 693/16 inch, 694/16 inch, 695/16 inch, 696/16 inch, 697/16 inch, 698/16 inch, 699/16 inch, 700/16 inch, 701/16 inch, 702/16 inch, 703/16 inch, 704/16 inch, 705/16 inch, 706/16 inch, 707/16 inch, 708/16 inch, 709/16 inch, 710/16 inch, 711/16 inch, 712/16 inch, 713/16 inch, 714/16 inch, 715/16 inch, 716/16 inch, 717/16 inch, 718/16 inch, 719/16 inch, 720/16 inch, 721/16 inch, 722/16 inch, 723/16 inch, 724/16 inch, 725/16 inch, 726/16 inch, 727/16 inch, 728/16 inch, 729/16 inch, 730/16 inch, 731/16 inch, 732/16 inch, 733/16 inch, 734/16 inch, 735/16 inch, 736/16 inch, 737/16 inch, 738/16 inch, 739/16 inch, 740/16 inch, 741/16 inch, 742/16 inch, 743/16 inch, 744/16 inch, 745/16 inch, 746/16 inch, 747/16 inch, 748/16 inch, 749/16 inch, 750/16 inch, 751/16 inch, 752/16 inch, 753/16 inch, 754/16 inch, 755/16 inch, 756/16 inch, 757/16 inch, 758/16 inch, 759/16 inch, 760/16 inch, 761/16 inch, 762/16 inch, 763/16 inch, 764/16 inch, 765/16 inch, 766/16 inch, 767/16 inch, 768/16 inch, 769/16 inch, 770/16 inch, 771/16 inch, 772/16 inch, 773/16 inch, 774/16 inch, 775/16 inch, 776/16 inch, 777/16 inch, 778/16 inch, 779/16 inch, 780/16 inch, 781/16 inch, 782/16 inch, 783/16 inch, 784/16 inch, 785/16 inch, 786/16 inch, 787/16 inch, 788/16 inch, 789/16 inch, 790/16 inch, 791/16 inch, 792/16 inch, 793/16 inch, 794/16 inch, 795/16 inch, 796/16 inch, 797/16 inch, 798/16 inch, 799/16 inch, 800/16 inch, 801/16 inch, 802/16 inch, 803/16 inch, 804/16 inch, 805/16 inch, 806/16 inch, 807/16 inch, 808/16 inch, 809/16 inch, 810/16 inch, 811/16 inch, 812/16 inch, 813/16 inch, 814/16 inch, 815/16 inch, 816/16 inch, 817/16 inch, 818/16 inch, 819/16 inch, 820/16 inch, 821/16 inch, 822/16 inch, 823/16 inch, 824/16 inch, 825/16 inch, 826/16 inch, 827/16 inch, 828/16 inch, 829/16 inch, 830/16 inch, 831/16 inch, 832/16 inch, 833/16 inch, 834/16 inch, 835/16 inch, 836/16 inch, 837/16 inch, 838/16 inch, 839/16 inch, 840/16 inch, 841/16 inch, 842/16 inch, 843/16 inch, 844/16 inch, 845/16 inch, 846/16 inch, 847/16 inch, 848/16 inch, 849/16 inch, 850/16 inch, 851/16 inch, 852/16 inch, 853/16 inch, 854/16 inch, 855/16 inch, 856/16 inch, 857/16 inch, 858/16 inch, 859/16 inch, 860/16 inch, 861/16 inch, 862/16 inch, 863/16 inch, 864/16 inch, 865/16 inch, 866/16 inch, 867/16 inch, 868/16 inch, 869/16 inch, 870/16 inch, 871/16 inch, 872/16 inch, 873/16 inch, 874/16 inch, 875/16 inch, 876/16 inch, 877/16 inch, 878/16 inch, 879/16 inch, 880/16 inch, 881/16 inch, 882/16 inch, 883/16 inch, 884/16 inch, 885/16 inch, 886/16 inch, 887/16 inch, 888/16 inch, 889/16 inch, 890/16 inch, 891/16 inch, 892/16 inch, 893/16 inch, 894/16 inch, 895/16 inch, 896/16 inch, 897/16 inch, 898/16 inch, 899/16 inch, 900/16 inch, 901/16 inch, 902/16 inch, 903/16 inch, 904/16 inch, 905/16 inch, 906/16 inch, 907/16 inch, 908/16 inch, 909/16 inch, 910/16 inch, 911/16 inch, 912/16 inch, 913/16 inch, 914/16 inch, 915/16 inch, 916/16 inch, 917/16 inch, 918/16 inch, 919/16 inch, 920/16 inch, 921/16 inch, 922/16 inch, 923/16 inch, 924/16 inch, 925/16 inch, 926/16 inch, 927/16 inch, 928/16 inch, 929/16 inch, 930/16 inch, 931/16 inch, 932/16 inch, 933/16 inch, 934/16 inch, 935/16 inch, 936/16 inch, 937/16 inch, 938/16 inch, 939/16 inch, 940/16 inch, 941/16 inch, 942/16 inch, 943/16 inch, 944/16 inch, 945/16 inch, 946/16 inch, 947/16 inch, 948/16 inch, 949/16 inch, 950/16 inch, 951/16 inch, 952/16 inch, 953/16 inch, 954/16 inch, 955/16 inch, 956/16 inch, 957/16 inch, 958/16 inch, 959/16 inch, 960/16 inch, 961/16 inch, 962/16 inch, 963/16 inch, 964/16 inch, 965/16 inch, 966/16 inch, 967/16 inch, 968/16 inch, 969/16 inch, 970/16 inch, 971/16 inch, 972/16 inch, 973/16 inch, 974/16 inch, 975/16 inch,

BUSINESS AND PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GARAGES and filling stations for sale and wanted.

EXTENSIVE list of active enquiries, valuations for all purposes.
GODDARD, DAVISON & SMITH, Ltd., the old-established Epsom Valuers, 11, The Avenue, Halls, Putney Bridge Approach, S.W.6. Tel. Nos. Rehens 610/1. (1059)

MERRIS, GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 3-11, Pavilion Buildings, Brighton, Tel. 3284, offer the following:-

WEST Country. Well established garage and filling station, situated on a main trunk road, cottage adjoining offered with possession, and land extending to acre, good workshop, 3 electric pumps; freehold, £4,000, s.v.v.

WARWICKSHIRE. Superior main road corner petrol station, with good frontage to two main roads, showroom for 3 cars, 3 electric pumps, agents for the Rover group, with option on others, modern offices, 3 electric pumps, freehold, £21,000, all at.

FURTHER particulars of the above and other garages available from Gladding, Son & Wing, as above.

GODDARD & SMITH will be pleased to forward particulars of the above and filling stations in all parts of the British Isles upon receipt of enquiries to Olathe Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). (1089)

HERTS. newly constructed garage with showroom front, space for 25 cars, two compact all-electric self-contained units, also large store left at £3.10 per week, 2 pumps, useful equipment, splendid opportunity to develop good local connection, vacant possession, freehold £2,500, substantial mortgage can remain.

KENT road service station selling 1,500 gallons weekly, unoccupied position, freehold garage and 3 pumps, full equipment, stock worth £1,500 included, nearest offer to £10,000, must be sold as owner has looked elsewhere. Clutch, Howard & Hills, Ltd., as above. (1418)

OLD-ESTABLISHED car sales and garage business, between Chichester and Southampton, centrally situated, large freehold showroom for 12 cars and cellulose spray shop (2 cars), 2 petrol pumps, well equipped workshop (6 cars), car park (20 cars) at rear on short lease, renewable; over 250 cars sold from these premises last year, this business must be sold quickly for genuine reason; nearest offer to £8,000, s.v.v. will be accepted; contact prospects direct—Wallington 4097, 9 a.m. to 6 p.m. (1258)

BUSINESS AND PROPERTY

STAR MOTORS OF READING—These premises are offered for sale, freehold, and are of special interest situated in a prominent position on the main road to London, about 2 miles out from Reading; it is an ideal position for various types of business requiring main road publicity, and is of outstanding value as a motor sales depot.

APPLY for details to 608, London Rd., Reading. (2592)
MAIN Blaines Rd., exceptionally fine petrol station selling 5,000 gallons weekly, 3 pumps, accessories shop, well equipped for repairs, large detached house with cottage and land, side area over acre, key position open to two roads each with 550 feet frontage, ideal for car sales; turnover £32,000, entirely freehold, £15,000, offers invited.—Sole Agents, Church, Howard & Hills, Ltd., 59, New Rd., Richmond, Tel. Ric. 3090.

SITUATIONS VACANT

ONTARIO.

CANADA.

SHEET metal workers urgently required.

PREFERABLY with aircraft experience, age 30-45, employment guaranteed before leaving United Kingdom. Apply: Immigration B.1.

ONTARIO IMMIGRATION.

ONTARIO House, Charles II St., London, S.W.1. (2415)

FITTERS required for Ford main dealer, S.W. London area.—Write Box 8251. (1497)

TESTER required for Ford main dealer, S.W. London area.—Write Box 8251. (1498)

STORIENT ASSISTANT required for Ford main dealer, S.W. London area.—Write Box 8251. (1496)

RECQUIRED skilled and semi-skilled fitters, Ford main dealers, S.W. London area; write.—Box 8519. (1499)

CAR salesmen, with knowledge of values, required in Reading, permanent position, refs. essential.—Box 8552. (2557)

FSPORTS car tuning, supercharging, etc.; interesting and progressive position for capable man.—North Downs Engineering Co., Westway, Caterham, Surrey, Tel. 2555. (1972)

WANTED immediately, superior mechanic, particularly with Ford and Vauxhall experience, excellent wages for skilled, efficient, hard-working man able to take entire charge of fleet.—Apply in person, 21, Farm St., London, W.1. (2556)

SITUATIONS VACANT

GENERAL manager, to take charge of extensive motor business North of England; must have wide experience all branches; Rolls-Royce and Bentley official retailers; keen, energetic, progressive and capable of taking full responsibility essential.—Box 8485. (1420)

CHAUFFEUR wanted for Bentley in private ownership, candidates should not be under 35 years of age; to be demonstrably safe and experienced drivers, and capable of undertaking skilled maintenance; preference will be given to candidates resident within 10 miles of Welwyn, Herts.—Full particulars, in confidence to Box 8591. (2555)

ACCOUNTANT, office manager, pref. qualified, but not essential if good commercial experience and knowledge of costing; no taxation work, assistance with accommodation if required, written app. giving fullest particulars of experience, age and remuneration expected, to Managing Director, Westgate Motors, Austin House, Wakefield. (2555)

MIDLAND firm holding distributorships for three leading car manufacturers require service foreman applicants must be thoroughly experienced in control of men and general service and repair practice; the position would be progressive, and has excellent opportunities; if necessary, provision of a suitable house would be considered, please give full particulars of experience, age, etc., which will be treated confidentially.—Box 8485. (1420)

SITUATIONS VACANT

MARRIED woman requires full or part time office work, 20 years' experience as secretary in motor trade.—Write Box 8254. (1499)

FULLY experienced motor engineer and wife to act as clerk, seek position as foreman manager of small garage or service station, advanced qualifications, and security with small living accommodation.—Box 8418. (1499)

BOOKS ETC.

DRIVER'S Handbook, PGO-H.B.I. Maintenance Manual MB-F1, for Canadian Ford gun tractor.—Price to Bower, 415, Blue Bell Rd., Huddersfield, 1955. (1499)

VIVIAN GRAY, The Motor Enthusiast's Bookshelf, 600 books about automobiles, motor cycles, racing, aviation (free)—Lansham Ave., Haywards, Health, Sussex. (1499)

FOR sale, "The Autocar" and "The Motor" from 1935-1948, few copies missing, some bound, what offers?—A Rolfe, Highwood Hall, Highwood, in Romney, Kent. Tel. 1499. (1499)

P & E. STONEHAM, bookellers to the motorist; call, call, call, for free catalogue of motor books, experience, age, etc., which will be treated confidentially.—Box 8485. (1420)

DRIVEN Automobile Encyclopedia, invaluable to garages, motorists, students; 1,451 pages, 4,600 illus.; new 1950 edition, over 500,000 copies sold; descriptive, fully illustrated, free.—Thomas & Co., Ltd., Buchanan St., Blackpool. (1499)

HOTELS, AUCTIONS, TENDERS, ETC.

HOTELS

TORQUAY, H-ham Lea—Lovely hotel near sea, shops, pavilion, free parking; spring, 520s; summer, 61s; sea, 10s. (1784)

CENTRAL Wales, famous R. Dovey valley, Ye O'ld Bryn Hotel, Malldwy, Machynlleth, Historical, warm, modern comfort, and Alpine setting. Full seven-day catering service, licensed, A.A., R.A.M. Brochure on request. (2407)

AUCTIONS

SOUTHERN COUNTRIES

CAR AUCTIONS,

LIMITED.

SOUTHERN COUNTRIES SALES

are held at

CHESTER, EVERY TUESDAY at 1 p.m. sharp.

CHESTER, EVERY WEDNESDAY at 1 p.m. sharp.

CHESTER, EVERY THURSDAY at 1 p.m. sharp.

CHESTER, EVERY FRIDAY at 1 p.m. sharp.

CHESTER, EVERY SATURDAY at 1 p.m. sharp.

CHESTER, EVERY SUNDAY at 1 p.m. sharp.

CHESTER, EVERY MONDAY at 1 p.m. sharp.

CHESTER, EVERY TUESDAY at 1 p.m. sharp.

CHESTER, EVERY WEDNESDAY at 1 p.m. sharp.

CHESTER, EVERY THURSDAY at 1 p.m. sharp.

CHESTER, EVERY FRIDAY at 1 p.m. sharp.

CHESTER, EVERY SATURDAY at 1 p.m. sharp.

CHESTER, EVERY SUNDAY at 1 p.m. sharp.

CHESTER, EVERY MONDAY at 1 p.m. sharp.

CHESTER, EVERY TUESDAY at 1 p.m. sharp.

CHESTER, EVERY WEDNESDAY at 1 p.m. sharp.

CHESTER, EVERY THURSDAY at 1 p.m. sharp.

CHESTER, EVERY FRIDAY at 1 p.m. sharp.

CHESTER, EVERY SATURDAY at 1 p.m. sharp.

CHESTER, EVERY SUNDAY at 1 p.m. sharp.

CHESTER, EVERY MONDAY at 1 p.m. sharp.

CHESTER, EVERY TUESDAY at 1 p.m. sharp.

CHESTER, EVERY WEDNESDAY at 1 p.m. sharp.

CHESTER, EVERY THURSDAY at 1 p.m. sharp.

CHESTER, EVERY FRIDAY at 1 p.m. sharp.

CHESTER, EVERY SATURDAY at 1 p.m. sharp.

CHESTER, EVERY SUNDAY at 1 p.m. sharp.

CHESTER, EVERY MONDAY at 1 p.m. sharp.

CHESTER, EVERY TUESDAY at 1 p.m. sharp.

CHESTER, EVERY WEDNESDAY at 1 p.m. sharp.

CHESTER, EVERY THURSDAY at 1 p.m. sharp.

CHESTER, EVERY FRIDAY at 1 p.m. sharp.

CHESTER, EVERY SATURDAY at 1 p.m. sharp.

CHESTER, EVERY SUNDAY at 1 p.m. sharp.

AUCTIONS

TWENTY-THIRD INTERNATIONAL VEHICLE SALE.

BY ORDER

OF THE MINISTRY OF SUPPLY.

G R

MOS DEPOT.

E LSTOW.

4 miles South of

REDFORD

(on the main Redford to Luton Road).

PEACOCK, MERRY & SAWFIELD

WILL SELL BY

AUCTION

FROM: TUESDAY, 20TH FEBRUARY,

TO THURSDAY, 22ND FEBRUARY, 1951, 3 DAYS

at 11 O'CLOCK

Each Day

Approximately:

1050 MOTOR VEHICLES

including:

85 SALOON CARS, 1 LIGHT UTILITIES.

8 to 10-ton G.S. Trucks (some Diesel-engined),

Dropside Trucks, Vans, Utilities, Trailers, Hy-

draulic Tippers, Motor Cycles, Coaches, etc., etc.

135 MOTOR CYCLES

and

224 PEDAL CYCLES.

SOME LIVING IN NORTHERN IRELAND.

ALL VEHICLES ON VIEW

15TH, 16TH and 19TH FEBRUARY, 1951.

From 9 a.m. to 4 p.m. each day.

THOSE AT E LSTOW

ON SALE DAYS,

from 9 a.m. to 11 a.m. each day.

CATALOGUES

Price 6d (P.O. ONLY, no stamps)

Admit

On person on sale days.

Two persons on view days.

AUCTIONEERS' OFFICE.

10 LIME STREET,

REDFORD.

TELEPHONE 665667.

AUCTIONS

CHARLES RICKARDS, L. TD.

Est. 100 years.

IN THE HEART OF LONDON.

MOTOR AUCTION SALES

The Weekly

TUESDAYS & THURSDAYS

at 2 p.m.

Auctioneer H. V. Richards, F.A.P.A.

Enquiries invited.

CHARLES RICKARDS, L. TD.

CONDUIT MEWS,

SPRING STREET, W.2

1 min. Paddington Sta.

Paid 1940. Amb. 1932 & 1936.

THE AUCTION SALE-ROOMS

WITH SHOWROOM FACILITIES.

HAYWARDS HEATH.

MONTHLY SALES OF MOTOR VEHICLES.

MESSRS. T. BANNISTER & CO.

conduct Sales of All Classes of

MOTOR VEHICLES AND ACCESSORIES

on the

FIRST FRIDAY IN EVERY MONTH

throughout the year.

ENTRIES should reach the Auctioneers at least a

fortnight before the sale in order to appear in the

1st edition catalogue.

OFFICIAL Entry Forms of

MESSRS. T. BANNISTER & CO. F.R.I.C.S.

Chartered Surveyors, Market Place, Haywards Heath.

(Tel.: 607.) (10016)

STANMORE HILL, STANMORE, MIDDLESEX.

VALUABLE FREEHOLD INVESTMENT

comprising

MODERN WELD-BEHEMISED PREMISES.

WORKSHOP PREMISES ADJOINING.

MARKET GARDEN OF ABOUT 2.566 SQ. YARDS

INCLUDING 50 FEET OF GLASS CULTIVATION.

All let and producing

PER 4725 ANNUALLY.

TO BE SOLD BY

AUCTION

as a Whole or in 3 separate Lots

on

WEDNESDAY, 14th MARCH, 1951.

Full particulars, plans, etc., of the Auctioneers,

GODDARD & SMITH,

22, KING STREET, ST. JAMES'S, S.W.1.

TEL.: WHITEHALL 2721 (20 LINES).

A. PELHAMS

Sectional Building Manufacturers
OXFORD ROAD, UXBRIDGE, Middx.
Phone: UX. 223. Established 1900



GARAGES

SIZES:
12' x 8' 14' x 8' 16' x 10'

We can also supply Sanatoria No. 25
6' x 6' £34 4 0 7' x 7' £42 18 0
Revolving gear, £60 10 extra.
We are all ex-service men.

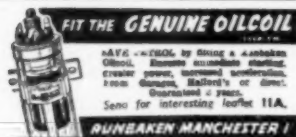
PLEASE SEND FOR LEAFLET



BATLEY CONCRETE GARAGES

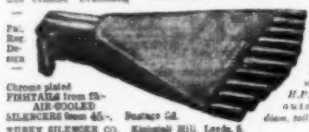
From £50
Erect it yourself • Loads a Million • No maintenance
route • Fireproof • Weatherproof • Rotproof.
FREE DELIVERY within 100 miles LONDON or
COVENTRY.
Erect today for free Brochure.
ERNEST BATLEY LTD.
80, Colledge Rd., COVENTRY. Tel.: 802445.

BRASS, COPPER, DURAL,
ALUMINIUM, BRONZE
ROD, BAR, SHEET, TUBE, STRIP, WIRE.
3,000 STANDARD STOCK SIZES
No Quantity too Small. List on application.
London: H. ROLLET & Co., Ltd., Liverpool.
6, Chesham Place, S.W.1. Kirkby Estates.
S.L. One 3463. Simonstown 3271/3.



STOP that excessive fume
and exhaust Draining

MAKE IT PURR !!



H. V. BATTERY CHARGING CONNECTORS
VISIBLE POLARITY
Non-Corrosive and Reversible
Trade Enquiries Invited
South-Eastern Battery &
E. Co., Ltd.
275 Queen's Rd., S.E.14.
New X. 0887

SECURE YOUR CAR AND CONTENTS WITH

THE PATENT

LOXDOR

Rotary Locking Handles

EASILY FITTED ★ NO ALTERATION TO
CAR-DOOR NECESSARY ★ SPECIAL SEC-
TION CYLINDER PREVENTS THE USE OF
STANDARD TYPE KEYS

THIEF RESISTING

★ Type F.P.G. Ford Prefect - - -	22/6 each
.. F.J. .. Anglia - - -	18/9 ..
.. F.J.V. .. Van - - -	18/9 ..
★ .. S.I. .. Universal - - -	22/6 ..

★ SOLID GUNMETAL

From Ford dealers & Garages or direct from:-

LOXDOR MFG. CO.
Ifold, Loxwood, W Sussex

A Gift Edge Investment

ATLAS TRICKLE CHARGER

1 AMP. 2 & 4 VOLTS
100/250v. A.C. MAINS ONLY

33/-

6 & 12 VOLT MODELS 37/6
Postage & Packing 1/6 extra



1 amp. CHARGER
(Our own make)
6 & 12 VOLTS
200/250 A.C. only.
49/6
Corr. & Pkg. 2/- extra.

2 amp. CHARGER
(Our own make)
6 & 12 VOLTS
200/250 A.C. only.
69/6
Corr. & Pkg. 2/6 extra.

J. HEMMINGS & SONS LTD.
(Mail Order Dept.)
HALE, LIVERPOOL

61 Remshaw St.,
LIVERPOOL

223/225 Deansgate,
MANCHESTER

RATCHET AND REVOLUTION COUNTERS



PLEASE SEND
FOR LEAFLET
No. 18/6
SHOWING
FULL RANGE
OF COUNTERS:
SPEEDS UP TO
6,000 R.P.M.

SOLE MAKERS and PATENTEES
B. & F. CARTER & CO. LTD., BOLTON 8

Members of B.E.A.T.E.C. Organisation.

TO THE TRADE ONLY

We are the finest organisation
in the country for the supply
of post-war low mileage
cars to the TRADE ONLY.

Send for stock lists
(mailed every 10-14 days)

Gerry Browne
MOTORS

24, Leinster Mews,
Leinster Terrace, London, W.2.

Phones: Paddington 2327 and Ambassador 7195.

GREGORYS SECTIONAL BUILDINGS

Sectional Asbestos
or Wooden
Garages



San Chalets

GREGORYS SECTIONAL BUILDINGS, Ltd.
Dept. G, 279 HIGH ST., UXBRIDGE, MIDDLESEX
Over Dannys (Bakers) Tel: UXbridge 8881
For illustrated list of the above, also Greenhouses,
Sheds, Loose Boxes, Poultry Houses, Pig Houses etc.



Aluminium
Garages
rustless
unbreakable
£42



HEADER, "THE HOLLIES"
HIGH ST., POTTERS BAR,
MIDDX. Tel: Potters Bar 2686

16ft. x 8ft.



neo-PENTEST
COMBINED
BALL PEN & PLUG TESTER
8/6
100% GUARANTEED
Non-risk, smooth writing
indications - plugs immediately
Garages, Accies, Dealers or direct:
KNO ELECTRICAL INDUSTRIES LTD., MANCHESTER 1.

Claude Rye LTD



NEW CAR WING LAMPS
Flushed in black 7/6. With Chrome rim 8/6. All Chrome 9/6. Stratosphere 10/6. Post 5/6.



NEW Low Lift ROLL CAR JACKS
Range 6 in. to 12 in. Weight 5 lb. Capacity 1 ton. List price 27/6. Our price 22/6. Carr. and pkg. 1/6.



NEW W.D. SURPLUS Drop forged **RING SPARKERS** Set 5 boxed. Whitworth 1" to 1 1/2" S.A.E. 1" to 1 1/2". Usually 20/- Our price 25/6. Post 1/6.



NEW ALL CHROME SPOTLIGHTS
Buttless built-in mounting 6 or 12 volt. 35/- Post 2/6.



NEW TOW ROPE
strong steel cable 20ft long Price 2/6. Post 1/6.



NEW FOOT PUMPS
Ex-W.D. Pump complete with universal connector. Price suitable for light cars. 10/6. Newall lighter, strong and rapid. 24/6. W. & D. Super Heavy 27/6. Mount. Lorry. 29/6. Post 1/6.



NEW ALL-STEEL VICE
2 in. jaws extend to 22 in. 8/6. Post 1/6.



NEW TRICO 6-volt DIRECTION INDICATORS 20/6 pc. Post 1/6.



NEW EX - NAVY - NEW TOP BOOTS
Real leather sides and heels. Completely waterproof. Sizes 7-12. 9/6 pair. Price pair only 25/6. Post and pkg. 1/6.



NEW RUBBER OVERBOOTS
Able to hold. Sizes 7-12. 9/6 pair. Post 1/6.



NEW EX - NAVY - NEW SHEEPKIN GAITERS
Lined throughout with natural wool 29/6. Post 1/6.

HUNDREDS OF OTHER BARGAINS

895-921 FULHAM RD. SW.6
RE Now 6/74-5-6-7-8

SHOCK ABSORBERS

RECONDITIONED BY

Floataire

PROCESS



REBUSHING ARMS & LINKS 3/6 EXTRA

32/6 EACH NETT

Traders' Price Lists on Application

All English units irrespective of type, size or condition.

Most types of units can be supplied outright.

Arms and Linkage manufactured to your pattern or specification.

IMMEDIATE EXCHANGE SIX MONTHS' GUARANTEE

Cooper & Smith HENTON ROAD LEICESTER Tel. 23081

London district—CARR BROS. GARAGES LTD., PURLEY, SURREY.

USE A "20-minute"

Flexy CAR WASHER

(PATENTED)



Clean water THROUGH the bristles of Highest Grade Brush. All rubber construction. Safe to use on finest coachwork. High pressure nozzle for Chassis. FLEXHOSE. Super plastic hose, lighter yet stronger than rubber. From Garages, Hairdors, Gamage.

OVER 3 MILLION IN USE

PRICE 38/6 COMPLETE

LISTER EQUIPMENT LTD
1 CHARLOTTE ST., MANCHESTER 1

Neata

GARAGE

STEEL AND ASBESTOS



Size 14'x7'. Price £37-10-0 H.P. Terms Delivered FREE by our own transport. Larger sizes available.

NEATA PRODUCTS (CHELTENHAM) LTD.
Dept. A, St. Pauls, Cheltenham, Glos.

TOUCH the BUTTON

of the TRICO Windscreen Washer and water is sprayed on the glass. It loosens mud and grime, and the wiper blades clean up the debris. A sparkling idea.

39/6 RETAIL

TRICO AUTOMATIC WINDSCREEN WASHER

ALL PARTS COMPLETE

TRICO-FOLDBERT LTD., ST. WEST RD., BRENTFORD, MIDDLEX.

D. W. PRICE of NEASDEN

GLADstone 7811/5

Main Southern Distributors of

"TripleX"

SAFETY GLASS




WHILE YOU WAIT REPLACEMENT DEPOTS

190 492 NEASDEN LANE, N.W.10
GLADSTONE 7811/540A CULMORE RD., S.E.15
TEL. NEW X 3856ENFIELD: Rear of
SAVOY PARADE ENF. 3170TAUNTON, SOM. GUILDFORD PL., HIGH ST.
TELEPHONE: TAUNTON 2993

What's your Trouble?



Boiling Up?

Get over-heating under control—clear choked radiators and scaled-up cooling system that cause overheating. RAD-FLUSH "spring-closes" the new, easy, quick, trip-action way. Protects all metals during cleaning by exclusive RAD-FLUSH inhibitor. Keep your car out of trouble! Avoid pinking, warped valves, scored rings—to often the toll of overheating.

RAD-FLUSH CLEANS INHIBITS COMPLETE 8/6
PROTECTS Treatment

Cracked Block?

There's nothing steeper than WONDAR WELD for repairing internal and outside cracks in cylinders. Without dismantling you simply pour it in... the result is a PERMANENT repair. Vibration, heat and pressure will not affect it. Installed in 20 minutes. Endorsed by the entire Motoring Press.

WONDAR WELD

1/2 pint 8/6, 1 pint 15/-, Quart 25/-
Five 1 pint to every 3 gallons of water capacity.

Eating Oil?

Nothing can take the place of a rebore BUT Piston Seal compensates cylinder wear by a well-lubricating, resilient seal that reduces oil consumption and restores compression. Installed in 30 minutes, without dismantling. An interim treatment that gives up to 10,000 miles "new car" performance. Endorsed by the entire Motoring Press.

PISTON SEAL Up to 12 h.p. 15/-, Over 12 h.p. 25/-, Motorcycles 8/6

Polish Elbow?

WONDAR WAX is a hand-applied wax emulsion polish which gives all the lustrous beauty of wax without effort. WONDAR WAX leaves a rich, hard, protective film of wax that lasts for months and does not rain-slip.

WONDAR WAX EMULSION WAX POLISH 2/6 tin

Starting first thing?

Stop high-tension current losses caused by moisture, damp, and condensation, and your car will always "start at a touch." AQUA-TECT brushed on to spark plugs, etc., forms a flexible, plastic, waterproof coating that will neither take nor part. Ends starting troubles once and for all.

AQUA-TECT



Large - 8/6
Small - 4/6

Dented, Holed, Rusted Bodywork?

LOY is Metal in plastic form. Repairs all metal surfaces, wood, plastic glass, etc. Water, petrol and oil proof; mouldable to any shape; sets rapidly; can be filed, sanded, drilled. Withstands temperatures up to 100° C. and pressures equal to 150lb. sq. in. Applies like Putty—sets harder than Lead, or reduced with LOY solvent can be brushed or sprayed. For larger holes and rusted-out sections Loy sheeting is used as a reinforcing base.

HOLT'S
LOY PLASTIC METAL



HANDY SIZES
LOY METAL - 4/6
LOY SOLVENT - 2/6
LOY SHEETING - 3/6
LOY HANDY KIT - 8/6

Leaky Radiators?

RADWELD seals leaky radiator troubles. A permanent repair in 5 minutes by just pouring it in! RADWELD contains no ordinary powders or cements. RADWELD IS DIFFERENT! No danger of clogging radiator... a permanent seal withstanding high temperatures and water pressure... operating in any Anti-freeze.

RADWELD

For Cars 3/6, For Trucks 6/-



Radiator Rust?

RADIATOR INHIBITOR prevents all rust and corrosion. Acting effectively on non-ferrous and ferrous metals, RADIATOR INHIBITOR keeps the entire cooling system clean, rust-free and corrosion-proof. One treatment lasts a whole season.

Radiator INHIBITOR



Price 2/6

Misting Up?

To get clear vision in "steamy" weather, simply wipe Holt's FOG-OFF demisting solution over windscreen and side windows. One application prevents condensation and mist for long periods, removes dirt, dust and finger-prints. FOG-OFF is equally effective on all glass and plastic surfaces, mirrors, eyeglasses, etc.

FOG-OFF



Price per tin 2/6
Shop Window Size 4/-

URGENT TRADE ENQUIRY!

Send firm's official card for full particulars, trade terms, etc. Products now in full demand.

FREE! For fuller details of Holt products that interest you, test reports, brochures, etc. write:

DOUGLAS HOLT (Est. 1919) LTD. (Dept. A.C.43) 5-6 EAGLE ST.
HOLBORN, LONDON W.C.1 Telephone: HOLBORN 4891/2

OBTAINABLE FROM GARAGES, HALFORDS, MOTOR ACCESSORY STORES, ETC



Thorns garages

A new Garage and a new standard in value. Thorns new Garage is fireproof, weatherproof and durable, and gives unrivalled protection for your car at very modest cost. Thorns service includes free lorry delivery within 250 miles of London and free structural plans for submission to your Local Authorities. Satisfaction is guaranteed.

➔ design GQ—write TO-DAY for details

J. THORN & SONS LTD

BOX 44, BRAMPTON ROAD, BEXLEYHEATH, KENT

Telephone: Bexleyheath 305

250 MILES FREE LORRY DELIVERY

803:3



Illustrated folder sent on request

Tungstone Batteries mean good starting—a quick get-away. Fully guaranteed for first year of its long life.

TUNGSTONE BATTERIES

TUNGSTONE PRODUCTS LTD., 10 Salisbury Square, London, E.C.4

Phone: CENTRAL 8156 (4 lines). Works: Market Harborough, Leics.

T.B.16A

EVERSURE

Replacement

RUNNING BOARDS



Easily and quickly fitted by unskilled labour, they help to restore old cars to their original smartness. Made from pressed steel, rubber covered. Made in patterns to fit most makes of cars.

PRICES

Austin from, per pair £5 15 0. Morris from, per pair £7 15 0. Wolseley from, per pair £10 0 0. Ford from, per pair £7 10 0. Standard from, per pair £7 10 0. Vauxhall, per pair £8 10 0.

Ask your Garage for details

EVERSURE ACCESSORIES

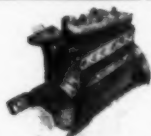
KINGSTON ROAD, BIRMINGHAM 9.

PHONE: VICTORIA 2287 & 9

MORRIS

EXCHANGE RECONDITIONED ENGINE UNITS

MORRIS 8. Series I. & II. "E" & "Z" Van	£18 10 0
MORRIS 10. 1933, 1934, 1935 Early, & Series II	£27 10 0
MORRIS 10. Series "M"	£28 10 0



★ Send for our post-free 12-page illustrated brochure—giving full details of this specialised service

TERMS TO THE TRADE ON APPLICATION

MASCOT ENGINEERING COMPANY

311, GREENFORD ROAD, GREENFORD, MIDDY.
TELEPHONE: WAXLOW 4407
and 6, Halls Terrace, Uxbridge Rd., Hillingdon Heath, Uxbridge.
Telephone: Hayes 0290.

LOOSE COVERS

TAILORED IN BEST QUALITY AND CHOICE MATERIALS.

SEND NOW:

FOR FREE PATTERN FOLDER AND FULL INFORMATION.



Please send free PATTERN FOLDER and full information.

NAME

ADDRESS

MAKE OF CAR

BLOCK LETTERS, PLEASE

POST FREE

MILLERS Car Equipment

PALMERSTON RD. SPARKBROOK BIRMINGHAM 11 (VIC. 840)

... for all these cars

Durability, flexibility, economy, fire-resistance
and colour-fastness are the qualities which have made

'Vynide' the choice of leading British
motor manufacturers

'Vynide'—a high-grade p.v.c. product—
is available in a wide range of colours and designs for
seating upholstery, valances, seat backs, door
panelling, roof lining and similar uses.

ALVIS
AUSTIN
HEALEY
HILLMAN
HUMBER
LEA FRANCIS
MORGAN
MORRIS
ROVER
SINGER
STANDARD
TRIUMPH
VAUXHALL

'VYNIDE'
REGD.

'Vynide' is the registered trade mark for the polyvinyl chloride-coated fabric made
only by the Leathercloth Division of Imperial Chemical Industries Ltd.

IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1

R.A. 870a



HIGHEST QUALITY—LOWEST PRICE



SUMP HEATERS
25 pint capacity
8 bars
completely
new
250 hrs.
Our price **14/6**
Haydyst Heavy Heater, as illus.
For use on floor under engine.
Reliable and very safe. Burns
approx. 200 hours. Our **23/6**
Post & Pkg. 1/6. Price **24/6**
ELECTRIC, 250-250 volt, low
consumption, also **54/2**
Slightly used
Post and packing 1/6.

BROAD BEAM ROAD LAMPS



Pitted latest prismatic-cover
glass, 6 or 12" complete with
bulb, Haydyst, all black.
Haydyst, all chrome **38/-**
Nobell, all black (see illus-
trated). Our price **38/-**.

STARTER BATTERIES



Also 12-volt batteries to suit
all makes from
Post or extra. **26.7.6**



RADIATOR HEATER
Brand New.
Burns continu-
ously 8 days
without
attention.
Tested for
safety. Our
price **14/6**
Haydyst, 12" Radiator, **14/6**
Post and packing 1/6.
RADIATOR HEATER, also
250-250 volt **32/6**
Post and packing 1/6.



ROAD LAMPS
Haydyst Anti-dazzle Road
Lamp, 6in. dia., 6 or 12 volt,
complete with bulb, flux
switch and universal adjust-
ment, bumper bracket.
Black and Chrome. Price
All Chrome **63/-**
Post and packing 1/6.
Black, black and chrome, com-
plete with bracket,
switch and wire **90/-**
The latest Parabolic Lamp.
Black and **55.5.0**
Chrome **55.12.6**
All Chrome
Post and pkg. 1/6



GAUNTLET GLOVES
Special line ex-W.D. Gun-
nister gauntlets. Well
worth double, our price
Beautifully worn soft too
leather. Flares back with ex-
tra long gauntlet. Ex-H.A.F. but
brand new. An exceptional
bargain. Usualy 30/-
Post 1/- Our price **21/6**

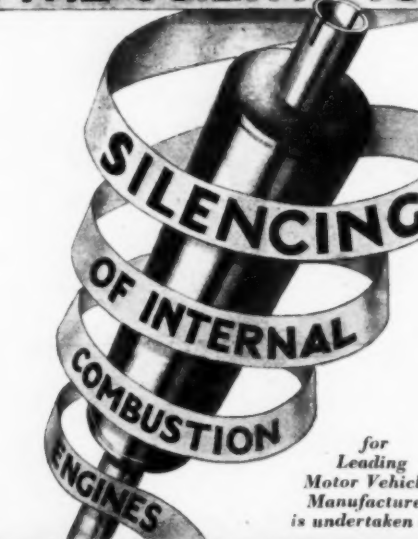
NABRIE ASS LTD.
MOTOR SUPPLIES

FREE—List of
TOOL BARGAINS
on request

286-302, CAMBERWELL ROAD,
LONDON, S.E.5 'Phone: RODNEY 2181

BRANCHES:
153 and 156, Edware Road, MARBLE ARCH, W.2. Pdd 2655
28, 29, 41, Goldhawk Rd. SHEPPERS BUSH, W.12. Shs 3380
1186, London Road, HORSBURY, L.W.16. Pol 4780
Lower High Street, WATFORD, Herts. Watford 4681

THE SCIENTIFIC



for
Leading
Motor Vehicle
Manufacturers
is undertaken by

CHESWICK & WRIGHT LTD

PRESTON NEW RD BLACKPOOL
Phone: Marton 660/11/2/3
COVENTRY OFFICE 3 QUEENS ROAD Phone 3036/9

*Jubilee PATENTED WORM DRIVE CLIP
the finest CLIP in the world

Absolutely leakproof joints on Air,
Water, and Oil lines, are swiftly and
easily made by using "Jubilee" Worm
Drive Clips. They stand up to any
pressure.

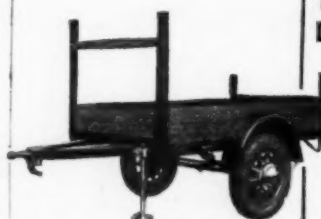
Millions are in daily use on Lorries,
Tractors, Cars, Aeroplanes, Diesel
Locomotives, Portable Engines, etc.



★ Write for details
quoting reference
R1/12

L. ROBINSON & CO., (GILLINGHAM) LTD.

Gillingham Kent



B. DIXON-BATE LTD.,
CHESTER 3

Towing brackets for most modern cars
Telephone: Chester 24034 (3 lines)

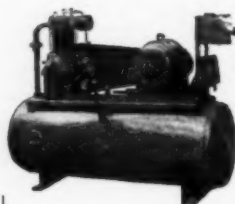
BUILDER'S &
DECORATOR'S
TRAILER

Model D12H
Capacity 12 cwt

£62

widely chosen
from the
famous range of
"D.B."

SUPER TRAILERS

AIR
COMPRESSOR
SETS

AIR FILTERS
PAINT SPRAYING
EQUIPMENT

AND EXHAUST FANS
FOR THE TRADE

THE MIDLAND FAN CO. LTD.

212 ASTON ROAD, BIRMINGHAM 6

'Phone: ASTON CROSS 1539.9.

*Grams: BLAST, BIRMINGHAM.

**You can always tell
the craftsman by
the tools he uses**



One of the
Garrington
"Flying Bird"
series of
Hand Tools.

**THE
"JACKDAW"
ADJUSTABLE WRENCH**

- Precision forged from heat treated high carbon steel.
- Covers a wide nut range, with fine adjustment and balanced leverage.
- Interchangeable parts easily stripped for cleaning purposes.
- Designed for maximum strength with lightness of weight.
- Two finishes available—chrome plated body with mirror polished head, or black parkerised body with polished head.

Write for illustrated leaflet.

Garrington



MAIN DISTRIBUTORS FOR GREAT BRITAIN AND EIRE

Chas. Churchill & Co., Ltd., Coventry Road, Birmingham 2, and Branches:
1, 2, Rylands & Co., Ltd., 209-212, St. John Street, Clerkenwell, London, E.C.1.
Netherfield & Moore Ltd., 170, Borough High Street, London, S.E.1 and Branches:
J. Thomson MacLeod Ltd., 69, Cadogan Street, Glasgow, C.2.

Obtainable from all recognised Tool and Motor Accessories Stockists.

John Garrington & Sons Ltd. Service Works, Bromsgrove, Worce., England
Albert Works, Dalmeida, South, England

Non-Ferrous CASTINGS



Our specialised knowledge is offered to you in the supply of Castings from a few ounces up to 5 tons—in

**PHOSPHOR BRONZE
GUNMETAL**

MANGANESE BRONZE

ALUMINIUM BRONZE

(Tensile Strength 45 tons per sq. in.)

ALSO

Light Alloy Castings, 'BIRSO' Chill-Cast Rods and Tubes, Centrifugally-Cast Worm-Wheel Blanks, Ingot Metals, Phosphor Copper, Phosphor Tin, Precision Machined Parts, Finished Propellers, Etc.

Fully approved by Admiralty and A.I.D.

B124a

**T. M. BIRKETT & SONS. LTD.
HANLEY · STAFFS**

*Grams: Birkett, Hanley. *Phone: Stoke-on-Trent 2184-5-6

in association with

**BILLINGTON & NEWTON LTD.
LONGPORT, STOKE-ON-TRENT**

*Grams: Bronze Phone: Longport *Phone: Stoke-on-Trent 61301-4, 6131-47

'SPINTORQ'

1 to 25 inch lbs.

The Britool 'SPINTORQ' Rotary Torque Wrench enables professional results to be achieved with unprofessional labour.

It embodies Britool adjustable pre-setting device operating accurately between 1 inch lb. and 25 inch lbs. and accepts standard 9/32" Square Drive Sockets and Screwdriver Bits.

Cannot possibly overtighten.

Light, well built, low priced.

MT52 leaflet on request.

Tool up with



JENKS BROTHERS LIMITED

BRITTOOL WORKS

BUSHBURY, WOLVERHAMPTON, ENGLAND



GAMAGES

MULTI-PLATE BATTERIES

Guaranteed 12 months.
See for all cars and commercial vehicles—Write for list.
6 volt, 60 amp., 9 plates **72/6** 6 volt, 85 amp., 13 plates **94/6**
per cell, 7 1/2" x 6 1/2" x 9 1/2" per cell, 8 1/2" x 7" x 9 1/2"
6 volt, 70 amp., 13 plates **90/6** 12 volt, 60 amp., 9 plates **139/6**
per cell, 9 1/2" x 6 1/2" x 7 1/2" per cell, 13 1/2" x 6 1/2" x 9 1/2"
Supplied uncharged. Curr.: 6 volt 6.5 12 volt 5 1/2. Replaced and Water.

THE GAMAGE 41-Gall. 1 Amp. BATTERY CHARGER JERRICANS



Fully Guaranteed
Plugs fitted on both the input and output sides. Red indicator light shows when the charger is in use. Charges 2, 6, or 12 volt batteries. 200/250 volts. A/C mains only. Price and packing 1/6.



41-Gall. Jerricans. A strong and serviceable container. BARGAIN PRICE. Curr. 1/6.

NON - DAZZLE ROAD LAMPS

With Screened Bulb

Prismatic glass front gives a clear penetrating beam of light for fast night driving and in fog. Overall diam. at front approx. 5 1/2 ins. With switch, lens and new type bracket to comply with regulations. 6 or 12 volts. Carriage 1/2.



37/6

COMPACT FOOT PUMPS

Sturdily made, handy size. Make type inflation speedy and easy. Fitted with universal push-on connection.



16/6

Price and p.p. 1/6

LIGHT CAR JACKS

At an Exceptional Low Price



Reliable, well made and finished. Height closed 7 ins. Extended 1 1/4 ins. Length of lift 4 1/2 ins. Weight (including handle) 5 lbs.

BARGAIN PRICE **9/9**
Curr. and p.p. 1/6

LIST OF MOTORING BARGAINS SENT FREE
GAMAGES, HOLBORN, LONDON, E.C.1

Following the Famous Rust Remover..

JENOLITE PRESENT THEIR

NEW PAINT STRIPPER

FOR THE EASIER REMOVAL OF ALL TYPES OF PAINTS & CELLULOSE



5/9 per bottle

Obtainable through leading stores or through—

Jenolite

PAINT STRIPPER
FOR WOOD AND METAL

JENOLITE LTD.

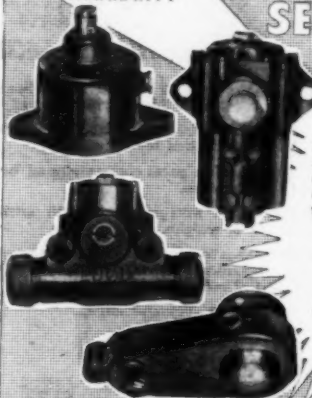
(Dept. 33) 43 PIAZZA CHAMBERS, LONDON, W.C.2

Tel: TEMple Bar 1745, 3058 & 5059

GERVIS

6 MONTHS WARRANTY

SHOCK ABSORBER EXCHANGE SERVICE



The most complete and extensive exchange service covering all popular types of Shock Absorbers

32/6
EACH

(Reconditioned Unit) min. date delivery against old units.

GERVIS COMPONENTS LTD

WAKEMAN ROAD, LONDON, N.W. 10

Phones: LADisbrook 3688/3132

Grams: GERVIS, MARLES, LONDON



Refit with Wellworthy for Perfect **OIL SEAL**

Motor manufacturers agree that the most efficient oil seal is obtainable with Wellworthy Piston Rings. When you refit, ensure performance equal to new by repeating the maker's original specification — Wellworthy! The delayed Action and Duaflex Rings, illustrated above, maintain efficient oil-seal long after normal rings have ceased to be effective. Your local stockist will be pleased to supply full particulars of this latest development in ring design. Follow the lead of the "men who know" and fit



THE CHOICE OF THE EXPERT

WELLWORTHY PISTON RINGS LTD • LYMINGTON • HANTS

25 Service Branches throughout the United Kingdom

LET
NOTEK
BE YOUR EYES
IN
FOG & DARKNESS

The World's Safest NON-GLARE Fog, Driving & Pass Lamps

PASEMASTER—Triumph of Optical Research. Throws a powerful beam to the near side of the road only—eliminates dazzle.

ROADMASTER—Range 300ft. Width 80ft. { Recommended for private cars, particularly those under 20 h.p.
SPEEDMASTER—Range 600ft. Width over 40ft. }

FOGMASTER—Range 400ft. Width 80ft. { Recommended for larger cars and commercial vehicles.
DRIVEMASTER—Range 800ft. Width over 40ft. }

The superb Notek beam can only be achieved by using Notek Mazda 36-w. horizontal filament bulbs.

A NEW DEVELOPMENT —
NOTEK REVERSING LIGHT

Ask for detailed brochure.

Obtainable from Garages and Motor Agents.

The D.A. AUTOMATIC

Price : 75/-

Write for Fully Descriptive Folder

Manufactured by **DAVID ALAN & CO. LTD.,****CANNING PLACE MEWS, KENSINGTON, LONDON, W.8**Sole distributors for the U.K. **BOON & PORTER LTD.,** Castelnau, S.W.13. Tel.: PVV. 4444

DISPENSER

for Upper Cylinder Lubrication

INDEX TO ADVERTISEMENTS

ACLAND & TADOR, LTD.	Edit.	176
Alan & Co., Ltd., David		82
Allard Motor Co., Ltd.		14
Alvis, Ltd.		24
Anglo-American Oil Co., Ltd.		22
Armstrong Siddley Motors, Ltd.		23
Automotive Products Co., Ltd.		25
.....	Colour Section	

BARIMAR, LTD.		18
Bath & Co., Ltd., T.		16
Batley, Ltd., Ernest		73
Birkett Motors, Ltd.		30
Birkett & Sons, Ltd., T. M.		79
Bowden (Engineers), Ltd.		12
Brew Bros., Ltd.		37
British & Colonial Motors, Ltd.	Edit.	175
Broadwater Garage		36
Brown Motors, Ltd., Gerry		73
Brown's Garage		38

CAR MAET, LTD.		34, 40
Caruso Car Centre		35
Carter & Co., Ltd., B. & F.		73
Casles Motor Co. (Leicester), Ltd.		2
Cheswick & Wright, Ltd.		28
Children Cars, Ltd.		37
Cleveland Petroleum Co., Ltd.		26
Collier & Collier, Ltd.		73
Commercial Utilities, Ltd.		8
Conway Car Accessories, Ltd.		32
Cosden Engineering Co.		30
Cooper & Smith		74
Co-operative Insurance Society, Ltd.		31
Cornecroft, Ltd.	Cover	111
Crook Motors, Ltd., Anthony	Edit.	170
Crompton Parkinson, Ltd.		16
Couper, Ltd., W. M.		6

DAIMLER CO. LTD. THE		10
Davies Motors, Ltd.	Edit.	175
Deleco Remy-Hyatt		2
Dixon-Bate, Ltd., B.		20
Dominion Motor Spirit Co., Ltd.		20

EDISON SWAN ELECTRIC CO. LTD. THE		31
Elite Motors (Tooling), Ltd.		33
Everure Accessories, Ltd.		76

FERODO, LTD.		13
Firestone Tyre & Rubber Co., Ltd.	Cover	11
Fisk & Son, H.		6
Ford Motor Co., Ltd.	Front	Cover

GALWAY, LTD. EBY		28
Gamage, Ltd., A. W.		30
Giarrington & Sons, Ltd., J.		79
Gervis Components, Ltd.		30
Glanfield Lawrence, Ltd.		59
Gregory's Sectional Buildings, Ltd.		73
Grover, Ltd., James		2

HALLS OF PADDOCK WOOD		8
Hamilton Motors (London), Ltd.		34
Headen, A. E.		73
Hemmings & Sons, Ltd., J.		73
Hendon Central Garage, Ltd.		36
Holt (Est. 1919), Ltd., Douglas		7
Hope, Harpole & Co., Ltd.		6

I.C.I. LEATHERCLOTH, LTD.		77
JAGUAR CARS, LTD.		23
Jarvis of Wimbledon		37
Jenks Bros., Ltd.		80
Jenolite, Ltd.		80
John Bull Rubber Co., Ltd.		32

K.L.G. SPARKING PLUGS, LTD.		1
--	--	---

LIAMBS, LTD.		38
Lane Accessories		30
Langney Motors, Ltd.		37
Laycock Engineering Co., Ltd.		7
Les Francis Cars, Ltd.		30
Lister Equipments, Ltd.		74
Lodge Plugs, Ltd.		30
London Caravan Co., Ltd.		30
Lovell Manufacturing Co.		73
Lucas, Ltd., Joseph	Cover	14

MARBLE ARCH MOTOR SUPPLIES, LTD.		28
Mascol Engineering Co.		76
Mayfair Garages, Ltd.		30
Meldrum, Ltd., Thomas		16
Metropolitan Vickers Electrical Co., Ltd.		8
Midland Van Co., Ltd.		78
Milestones (Service) Garage, Ltd.		37
Miller's Car Equipment		76
Montrose Motors		17
Morgan Motor Co., Ltd.		33
Motorists London, Ltd.		26
Mulliner, Ltd., Arthur		14

NEALE & SONS, LTD., JAMES		14
Nesta Products (Cheltenham), Ltd.		74
Nco Electrical Industries, Ltd.		73

Newman & Co., George		37
Newhams Co., Ltd.		38
Notek Electric Co., Ltd.		81

OVERSEAS CARS, LTD.		39
----------------------------------	--	----

PARK BROS., LTD.		4
Pelham, A.		73
Perry, Ltd., W. Harold		37
Prior & Son, Ltd., D. W.		74
Pride & Clarke, Ltd.		54

REDEX		32
Renault, Ltd.		17
Robinson & Co. (Gillingham), Ltd., L.		78
Robinson, Ltd., Herbert		37
Rodet & Co., Ltd., H.		73
Rolls-Royce, Ltd.		23
Roscoe, Ltd.		28
Rowlan Smith Motors, Ltd.		30
Rushmore Electrical Products		73
Rye, Ltd., Claude		74

SCHAEFER'S SON, A.		2
Scott, Ltd., Walter		26
Shell-Mex & B.P., Ltd.	Colour Section	
Simmonds Accessories, Ltd.		11
Singer Motors, Ltd.		3
Small & Farley, Ltd.		9
Smith & Hunter, Ltd.		28
South Eastern Railway & Elec. Co.		73
Spence, Ltd.		32
Standard Motor Co., Ltd.		27

TAKKARD & SMITH, LTD.		29
Thorn & Sons, Ltd., J.		76
Truro-Palmer, Ltd.		74
Vulcan Silencer Co.		73
Vulcan Accessories, Ltd.		4
Tungstone Products, Ltd.		76
Triumph Motors of Frizinghall, Ltd.		38
Tyreseries, Ltd.		12

UNIVERSITY MOTORS, LTD.		34
--------------------------------------	--	----

WARWICK WRIGHT, LTD.		33
Way Motors, Ltd., Raymond		53
Wellworthy Piston Rings, Ltd.		81
Wembley Court Motors		12
Wico-Pacy Sales Corporation, Ltd.		4
Williams Motors, Ltd.		30
Wolsley Motors, Ltd.	Colour Section	



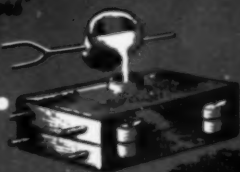
*Ace Rimbellishers
and wheel discs*



*Ace Silver Paint, Thin
Black & translucent
number plates*



*Motor & aircraft
sheet metal work*



*Ferron and
non-ferron
mouldings*



*Spinnings in all
types of materials*



*Plastic moulds
and mouldings*

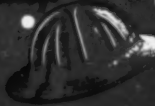
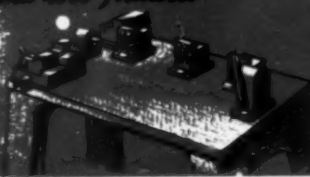


*Assembly
fixtures*



*Press tools
and jigs*

*Interchangeable
plate and tool
fixtures*



*Boatfirst surface
and submarine
type centrifugal
pumps*



CORNERCROFT Ltd and subsidiary companies

The Cornercroft organisation, perhaps most widely known for "Ace" products, offers the motor car, aircraft and engineering industries an extensive range of facilities for prototype and production work to standards of accuracy and quality to meet the most exacting needs. Some of our principal facilities are illustrated—we will gladly place these at the disposal of manufacturers to whom we can be of service.

CORNERCROFT LTD., Head Office: ACE WORKS, COVENTRY. Telephone: COVENTRY 4123
22, CLARGES ST., LONDON, W.1. Telephone: GROSVENOR 1845

You start with something extra



LUCAS
CAR BATTERIES
have
2 YEARS Insured Life

★ Ask for full details of this unique
Battery Renewal Scheme from your
local garage or nearest Lucas Agent.
(Applicable to home market only).

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND